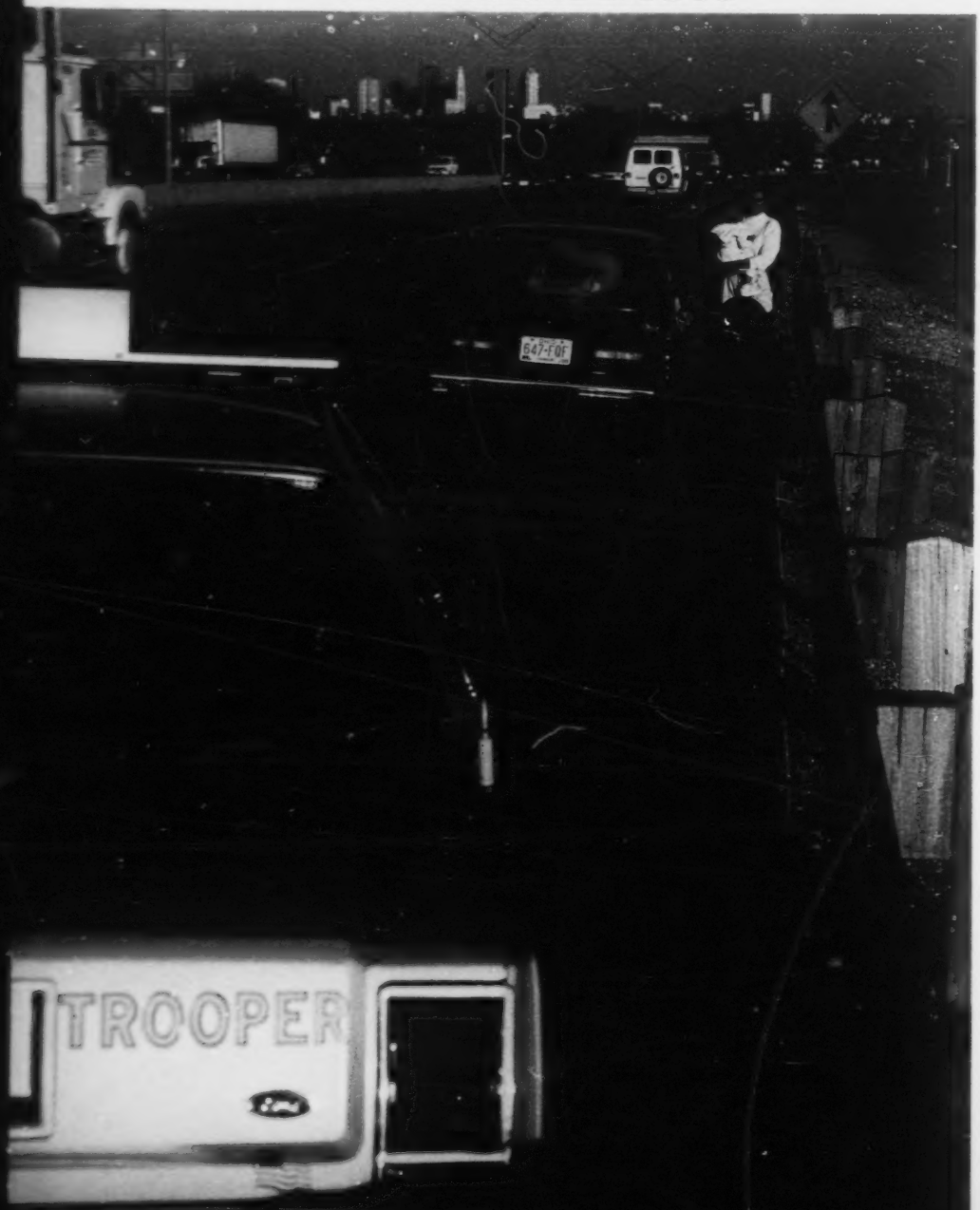
The Ohio Department of Highway Safety

S6290-1-U

ANNUAL REPORT and CRASH FACTS

1987



The Ohio Department of Highway Safety

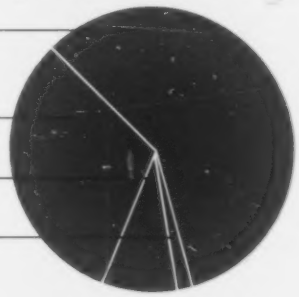
In 1987, Ohioans traveled more than 79 billion miles on Ohio's 111,819 miles of roadway. Ohio's fatality rate for 1987 was 2.24 per 100 million miles, seven percent below the national fatality rate of 2.4 per 100 million miles traveled.

The Ohio Department of Highway Safety administers and enforces the laws relating to the registration, licensing, and operation of motor vehicles.

The Department is one of the few cabinet-level agencies which is required by law to educate the public. Many awareness campaigns are designed to prevent traffic crashes or reduce the death or serious injuries in crashes.

The Department through the activities of its three divisions—the Administrative Division, the Bureau of Motor Vehicles, and the Ohio Highway Patrol—keeps in contact with Ohio's estimated 7.4 million licensed drivers annually.

Sources of Funding: Ohio Department of Highway Safety, 1987


58.7% gasoline tax
31.3% vehicle registrations, driver licenses, and BMV fees
8.7% self-supporting accounts
1.3% General Revenue Fund

Introduction to 1987 Crash Facts

Readers may note that all mention of the word "accident" has been removed in this year's edition of the Ohio Department of Highway Safety's Annual Report and Crash Facts. Instead, the word "crash" is used.

The Ohio Department of Highway Safety believes that incidents on public roads and highways which involve at least one motor vehicle and produce bodily injury or property damage generally are not "accidents."

Instead, these occurrences have a **cause;** bodily injury and property damage is the effect. In fact, 9 out of 10 crashes are caused by driver error, not another factor.

In crashes which are not the fault of the driver, still the occurrence has a cause, such as a defect in a vehicle, or in the road pavement, or an obstruction on the pavement. It is not an event that happens by chance.

We also believe that traffic crashes, because they are governed by a cause-and-effect relationship, can usually be prevented—by educating our drivers to have better skills and a greater commitment to taking the privilege of driving seriously.

The Department of Highway Safety wishes to express its appreciation to all of the departments and agencies that assisted in the preparation of this publication. Special recognition is given to the Ohio State Highway Patrol, and to county sheriffs and local city, village, and township police departments throughout the state for their efforts in gathering much of the base data used.

Compiled and edited by the 1987 Annual Report and Crash Facts Committee:

Administrative Division
- ***Michelle L. Chippas,*** *Editor, Annual Report*
- ***Wendy J. Schweiger,*** *Editor, Crash Facts*
- ***Gary L. Holland,*** *Deputy Director, Planning and Research Section*
- ***Kevin J. Winters,*** *Chief, Crash Records Section*
- ***David V. Jacobsen,*** *Chief, Public Information Office*
- ***Kathy L. Herndon,*** *Data Systems Supervisor*

Ohio State Highway Patrol
- ***Major Don Mack,*** *Commander, Planning and Analysis Section*

Bureau of Motor Vehicles
- ***Gary Stokes,*** *Systems Analyst*

Richard F. Celeste
Governor

Dear Governor Celeste:

On behalf of all the dedicated professionals in the Ohio Department of Highway Safety please accept this 1987 Annual Report and Crash Facts. The document which follows highlights the activities and accomplishments of the Department's three divisions: the Administrative Division, the Ohio Highway Patrol and the Bureau of Motor Vehicles.

Highlights include a final report from your task force to improve service to Ohioans by the deputy registrar system; implementing many of the recommendations of the Motor Carrier Advisory Committee; the impact of raising the drinking age to 21; and the consequence of increasing the speed to 65 mph on rural interstates.

1987 was an active year for the Department of Highway Safety. Our emphasis was on safety belts, speeding, and drinking and driving.

- We celebrated the first-year anniversary of the safety belt law in July, ending the year with more than 600 people "saved by the belt" since the law took effect.
- In July, despite our objection the speed limit on rural interstates was increased to 65 mph, from which an immediate increase in fatal crashes on those roadways occurred.
- The Department worked with more groups to increase awareness of the dangers of drinking and driving. During the prom and graduation season, materials for high school students were developed with a message telling them to "make it to their future." In December, the Department unveiled the "Tomorrow" campaign which introduced non-alcoholic drinks to bars, restaurants, and homes.
- The Department conducted its first statewide highway safety conference, entitled SMOL (Save More Ohio Lives).

During my travels around the state with Highway Safety Days, I have observed an increased interest and commitment among local officials, special interest groups and community members to make our highways safer.

The future looks very optimistic for the department and for the state.

Sincerely,

WILLIAM M. DENIHAN
Director

William M. Denihan
Director

Gary L. Holland
Deputy Director

Cathy Copeland Mock
Deputy Director

Robert C. Simpson
Deputy Director

The Administrative Division works with Ohio communities to make the state's roadways safer. The division achieves this goal by:

- providing federal funds to local communities and organizations to conduct highway safety-related programs
- educating the motoring public on highway safety rules and regulations by providing printed and audio-visual materials and information
- providing raw data to local communities on problem traffic areas and working with city and county engineers and law enforcement officials to solve these problems
- working with trade and professional associations, private industry, health care professionals and concerned citizen groups to establish a cooperative effort which encourages highway safety.

Through the Office of the Governor's Highway Safety Representative (GHSR), the Administrative Division provides communities with technical assistance and funding. It serves as a conduit through which federal funds are allocated to address highway safety needs within the state.

GHSR formulates the state's Highway Safety Plan specifying the activities that are promoted by programs conducted in local communities. In 1987, this office distributed $2,641,130 of federal shares for local benefit in the areas of alcohol and other drug prevention, police traffic services, traffic records, occupant protection, emergency medical services, motorcycle safety, motor carrier safety, comprehensive community programs, and traffic engineering.

In Ohio, hundreds of programs benefit from these federal shares. Programs include the Traffic Safety Review Team, 19 community programs, establishment of a Department Youth Board, appointment of a state SADD coordinator, the Ohio Highway Safety Coalition, training for local law enforcement officials, and the development of the Governor's Athletes Program.

Community Affairs section houses Public Information, Motor Carrier Safety, Field Services, and the Motorcyclist Enrichment Program.

The Public Information Office develops and produces informational and educational programs relating to speed, drinking and driving, safety belts, and other highway safety-related topics. Materials for these programs include posters, brochures, films and audio-visuals, television programs, and radio and television public service announcements. All materials are available to the public at no cost.

OHIO TRAFFIC RECORD

Tomorrow Campaign Unveiled

The Ohio Traffic Record is a monthly newsletter produced by the Department's Public Information Office. The newsletter is sent to law enforcement officials and highway safety groups to keep them abreast of the Department's activities and highway safety issues.

This office also coordinates the department's media relations, setting up news conferences, issuing news releases, assisting journalists with news programs, and providing factual information to the media.

A monthly newsletter provides timely information about the department, legislation, new programs, special events, and community programs to more than 7,000 highway safety-related individuals and groups statewide.

The Administrative Division coordinates the activities of the Governor's Motor Carrier Advisory Committee and its work to promote the safety and economic health of Ohio's motor carrier industry.

1987 was a year of challenge for the committee, as it began to implement most of the 50 original recommendations made to Governor Celeste in 1986. One of the recommendations included a four-month pilot project involving a joint enforcement effort between the Public Utilities Commission of Ohio and the Ohio Highway Patrol of the motor carrier industry. The success of this project has led to planning further joint enforcement efforts in 1988.

Jean Cusick (second from the left) stands with Youth Board members Ann Grant from Bishop Watterson High School, Todd Shropshire from Springfield North High School, Debra Gray Boyd from Upper Arlington High School, after her appointment as state SADD coordinator was announced by Director William M. Denihan in November.

The activities of the Department's Youth Board and the State SADD Coordinator are funded by the federal government.

Additional motor carrier safety activities are aimed at educating all drivers on how to safely share the roads with trucks as well as educating the trucking industry on the new federal Commercial Motor Vehicle Safety Act.

Field Services secures long-term commitments from local communities to develop comprehensive community traffic safety programs. This office also provides direct, personal contact with law enforcement agencies, schools, civic organizations, industry, safety councils, news media, and the general public in six areas around the state.

A new addition to the Administrative Division in 1987 is the Motorcyclist Enrichment Program established by the Ohio General Assembly. The program is being funded by an additional $4 annual motorcycle registration fee which began March 1987.

The program will require 16- and 17- year-olds to take a basic course in motorcycle safety to receive a motorcycle license and establishes standards for instructor certification. The program will also create education and awareness campaigns and improve driver's license testing for motorcyclist.

Each year, the Crash Records Section processes an estimated 300,000 crash reports from law enforcement agencies (excluding the Ohio Highway Patrol) in Ohio.

Periodically, the employees are able to find some humor in their work. The following are some excerpts from the crash reports:

"The pedestrian ran for the pavement, but I got him."

"As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had ever appeared before."

"An invisible car came out of nowhere, struck my vehicle, and vanished."

"To avoid a collision, I ran into the other car."

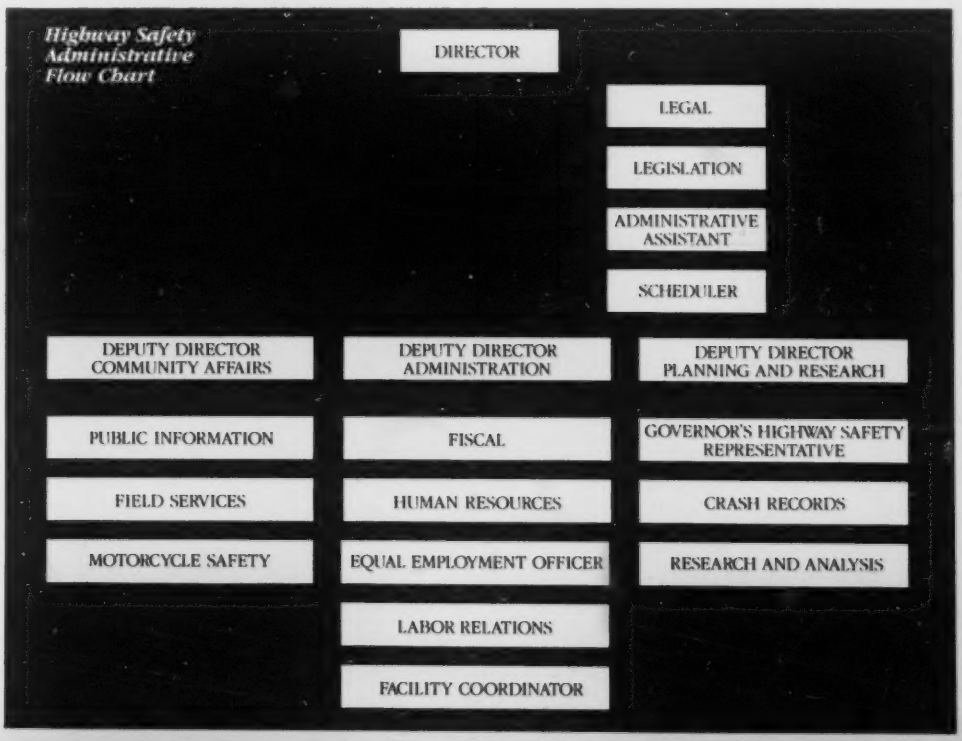
"I knocked over a man. He admitted it was his fault, as he had been run over before."

The Administrative and Support Services section provides support services to the three divisions in the Department. This section includes Budget and Fiscal, EEO/Health and Safety, Human Resources, and the Display Shop/ Warehouse. Other support service offices in the Department include Labor Relations, Legislation and Legal.

The Planning & Research Section, created in early 1988, projects short, immediate, and long-range policy goals designed to improve highway safety measures.

This office includes the Traffic Crash Records and the recently-formed Research & Analysis sections. Research & Analysis will coordinate and conduct principal research to identify highway safety issues and problems. It will also analyze research data and develop reports and recommendations regarding highway safety policies and programs.

Traffic Crash Records collects and records information from over 380,000 crash reports received annually from local law enforcement agencies across the state. It also distributes data to local police and highway engineers for use in identifying and correcting traffic safety problems.



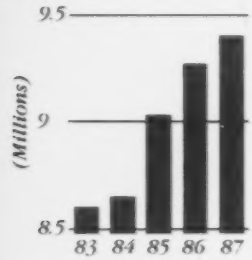
Ohio Bureau of Motor Vehicles

Michael J. McCullion
Registrar

The Bureau of Motor Vehicles (BMV) is chiefly known as the agency responsible for the 272 deputy registrar offices located throughout Ohio. These offices issue motor vehicle operators' licenses, standard license plates, and vehicle registrations. Portions of the registration fees are returned to local governments for road maintenance and repair according to a formula set by law.

The graph on the left depicts all of the vehicles registered in Ohio for the years 1983-1987. The up-swing in the number of vehicles reflects Ohio's general economic health and growing population.

Vehicles Registered in Ohio
1983–1987

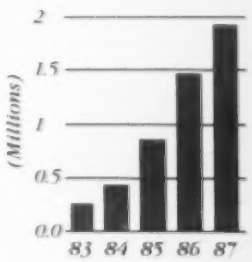


BMV's central office maintains a file on all vehicle registration and driver records and issues all personalized license plates, as well as plates for special groups and professions. BMV is also the source of identification cards, handicap parking cards, and motor vehicle dealer and salesperson licenses.

Collectively, license plate and registration records compose the data base for the Law Enforcement Automated Data System (LEADS). LEADS is used by all law enforcement agencies to verify vehicle ownership, valid driving privileges, and penalties under the state's point and financial responsibility laws.

Ohio's financial responsibility law requires Ohioans who own or drive motor vehicles to be able to pay for damages they cause in a traffic crash. BMV maintains motor vehicle crash reports to determine probable fault, and assists the damaged party when an uninsured driver is involved. Failure to have the required liability coverage can result in a BMV-imposed license suspension. The graph on the right depicts the growth in number of transactions handled in this area alone since 1983.

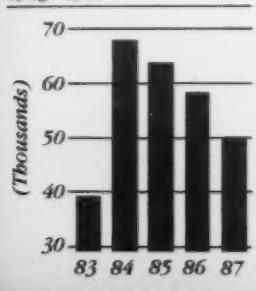
Safety Responsibility Division
1983–1987



BMV also administers the point law under which Ohio drivers are assessed penalty points for various moving traffic violations, such as Driving Under the Influence (DUI) of drugs and alcohol.

Drivers who accumulate 12 points in a two-year period face a six-month license suspension. Suspensions for DUI alone carry a six-point penalty, and are graphed on the left.

Driving Under Influence (Suspensions)
1983–1987



BMV's administrative offices include the legal office, the public information office, the budget & fiscal office, the personnel office, license tax distribution, internal audits, planning and evaluation, purchasing and support, and data services.

Mail is received in tremendous volumes at BMV. In 1987 alone, BMV processed over 4.7 million pieces. Mail is received from all over the world and includes requests to renew drivers' licenses while out of state or out of the country and renewals of license plates and dealer and salesperson licenses.

Mail is received from the courts and from the general public concerning the status of their driving privileges.

The graph on the left illustrates a huge mail increase over the last five years, due in part to the growing number of licensed drivers. Major legislative changes throughout the decade also have contributed to the mail increase.

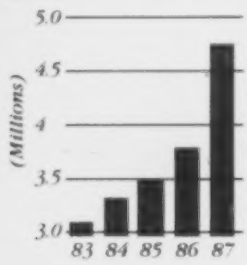
BMV maintains abstracts of individual driving records for all Ohio drivers. These certified documents contain a driving history dating back three years, including any convictions or license suspensions, the driver's license type, and name, address, and date of birth information.

Abstracts are usually requested by employers, insurance agents, and the military. Abstracts can also be used by other states to verify that a license applicant in that state has a valid Ohio driver's license.

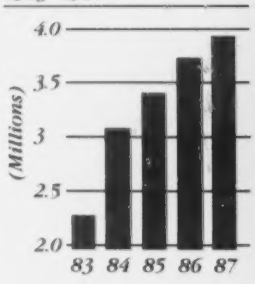
The graph on the right shows an upward trend in abstract issuance. Contributing to this increase is the availability of this service at the Ohio State Fair and the law requiring minimum liability coverage.

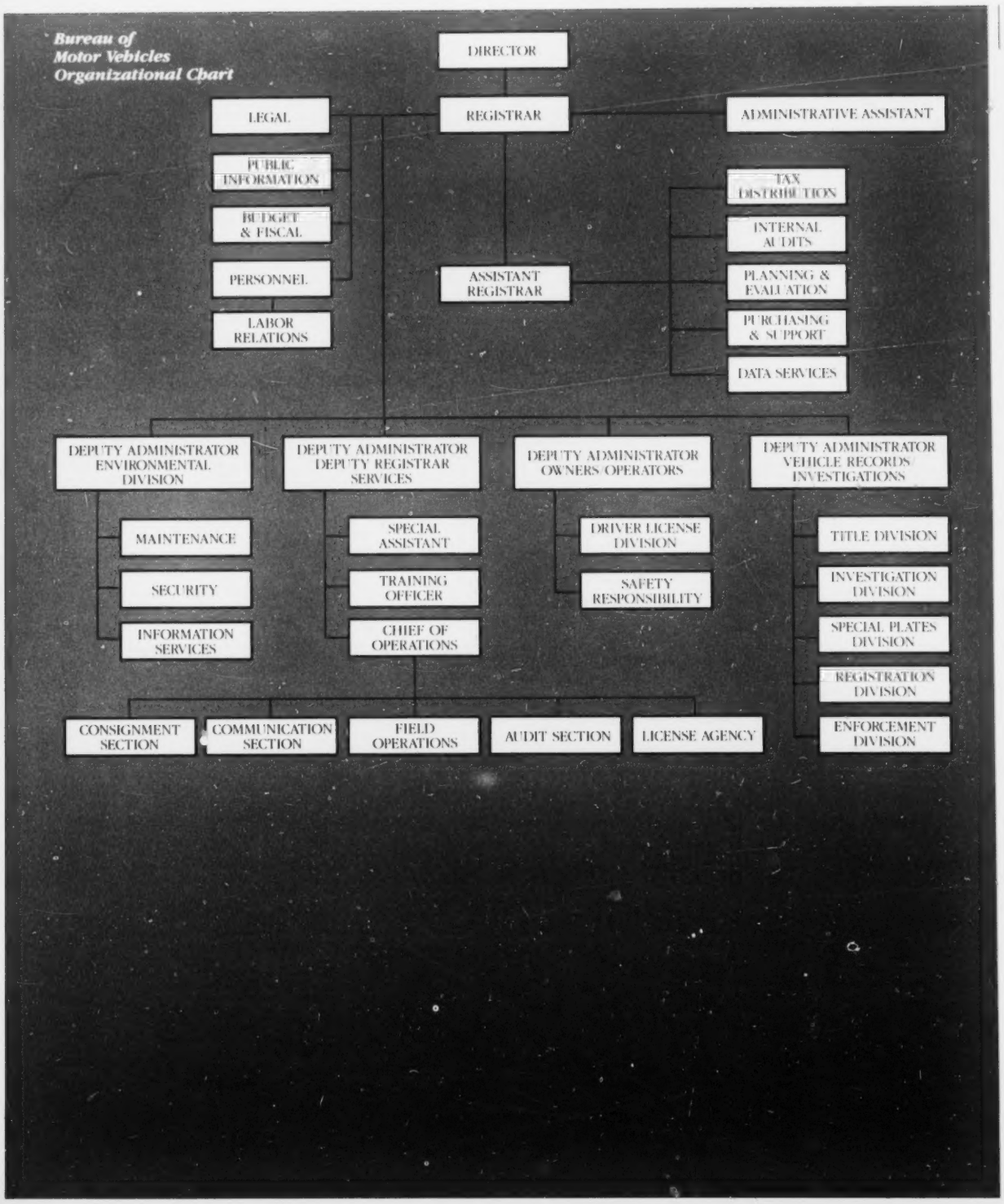
Other responsibilities of BMV include inspecting auto auctions; conducting investigations of auto and salvage dealers upon complaint; filing appropriate charges pertaining to the findings of investigations; recovering suspended or revoked licenses and registrations from violators who fail to comply with court or administrative orders; maintaining microfilm files of all driver license and identification card applications, driver license examination results, and six-point warning notices; and processing all insurance filings and cancellations, and judgments.

BMV Mail
1983–1987



Abstracts of Driving Records
1983–1987




Bureau of
Motor Vehicles
Organizational Chart
DIRECTOR
LEGAL
REGISTRAR
ADMINISTRATIVE ASSISTANT
PUBLIC INFORMATION
BUDGET & FISCAL
PERSONNEL
LABOR RELATIONS
ASSISTANT REGISTRAR
TAX DISTRIBUTION
INTERNAL AUDITS
PLANNING & EVALUATION
PURCHASING & SUPPORT
DATA SERVICES
DEPUTY ADMINISTRATOR ENVIRONMENTAL DIVISION
DEPUTY ADMINISTRATOR DEPUTY REGISTRAR SERVICES
DEPUTY ADMINISTRATOR OWNERS/OPERATORS
DEPUTY ADMINISTRATOR VEHICLE RECORDS/ INVESTIGATIONS
MAINTENANCE
SECURITY
INFORMATION SERVICES
SPECIAL ASSISTANT
TRAINING OFFICER
CHIEF OF OPERATIONS
DRIVER LICENSE DIVISION
SAFETY RESPONSIBILITY
TITLE DIVISION
INVESTIGATION DIVISION
SPECIAL PLATES DIVISION
REGISTRATION DIVISION
ENFORCEMENT DIVISION
CONSIGNMENT SECTION
COMMUNICATION SECTION
FIELD OPERATIONS
AUDIT SECTION
LICENSE AGENCY

The Ohio State Highway Patrol

Colonel Jack Walsh
Superintendent

The Ohio State Highway Patrol is responsible for enforcing traffic laws and investigating vehicle crashes on Ohio's rural highways, and for investigating all crimes on state-owned or leased property.

As a primary police traffic services agency, the division has dedicated its efforts to the attainment of the following major goals:

- Prompt response to vehicle crash calls and the professional investigation of crashes within the jurisdiction of the Patrol. In 1987, the Patrol investigated 89,595 collisions. The average response time to these crashes was 17 minutes.
- Timely and courteous assistance to motorists in need of help on rural highways. Troopers assisted 540,926 persons in 1987. In addition, more than two million people contacted Patrol posts for information or help.
- Fair and reasonable enforcement of traffic laws, directed toward prevention of traffic-related deaths. The Patrol removed 31,501 alcohol-impaired drivers from Ohio's highways during the year.
- The apprehension and arrest of criminals using Ohio highways in their criminal activities, particularly auto thieves and drug couriers, and the recovery of stolen property. In 1987, troopers arrested 305 criminals who were wanted by other law enforcement agencies, including several persons wanted for murder, bank robbery, kidnapping, escape from prison and other serious crimes.
- To maintain a physically fit and well-trained force ready to respond to any situation, the Patrol conducts periodic in-service training for its officers.

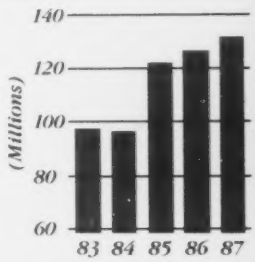
These goals are achieved by the Patrol's field operations, personnel administration, academy & recruitment, field services, planning & analysis, fiscal management and inspection and standards.

Working with the Bureau of Motor Vehicles and the Department of Education, the Patrol administers commercial training school and instructor licensing, the testing of driver's license applicants, random motor vehicle inspections throughout the state, and church and school bus inspections.

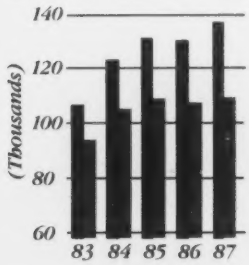
Patrol pilots conduct enforcement from the air to assist ground enforcement, make rapid relays of blood, organs, and serums, and conduct searches for missing persons.

The Highway Patrol Academy staff provides comprehensive training for troopers, local officers and other members of the criminal justice system. Highway Patrol cadet and basic police training is available for new law enforcement recruits as well as specialized courses designed to broaden the knowledge of veteran officers.

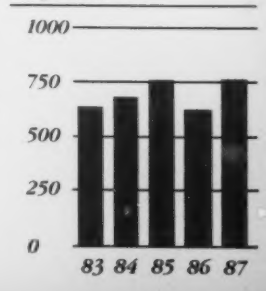
L.E.A.D.S Transactions
1983–1987



Patrol Investigated Rural Crashes
1983–1987



Patrol Investigated Fatal Crashes
1983–1987

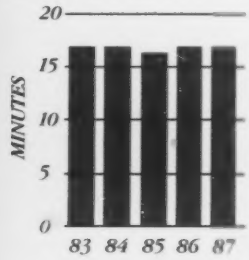


The Patrol maintains computerized management information systems and oversees LEADS (Law Enforcement Automated Data System) for all police and other criminal justice agencies in Ohio. LEADS provides Ohio police officers with fast, accurate information about wanted persons, vehicles, drivers' licenses and other data. LEADS interfaces with NCIC (National Crime Information Center), the National Weather Service in Washington D.C. and provides terminal users direct communication with all states.

The emergency and public service communication systems are maintained by the Patrol. This system includes CB channel 9 and an 1-800-525-5555 toll free Highway Emergency Hotline for area codes 216, 614 and 513.

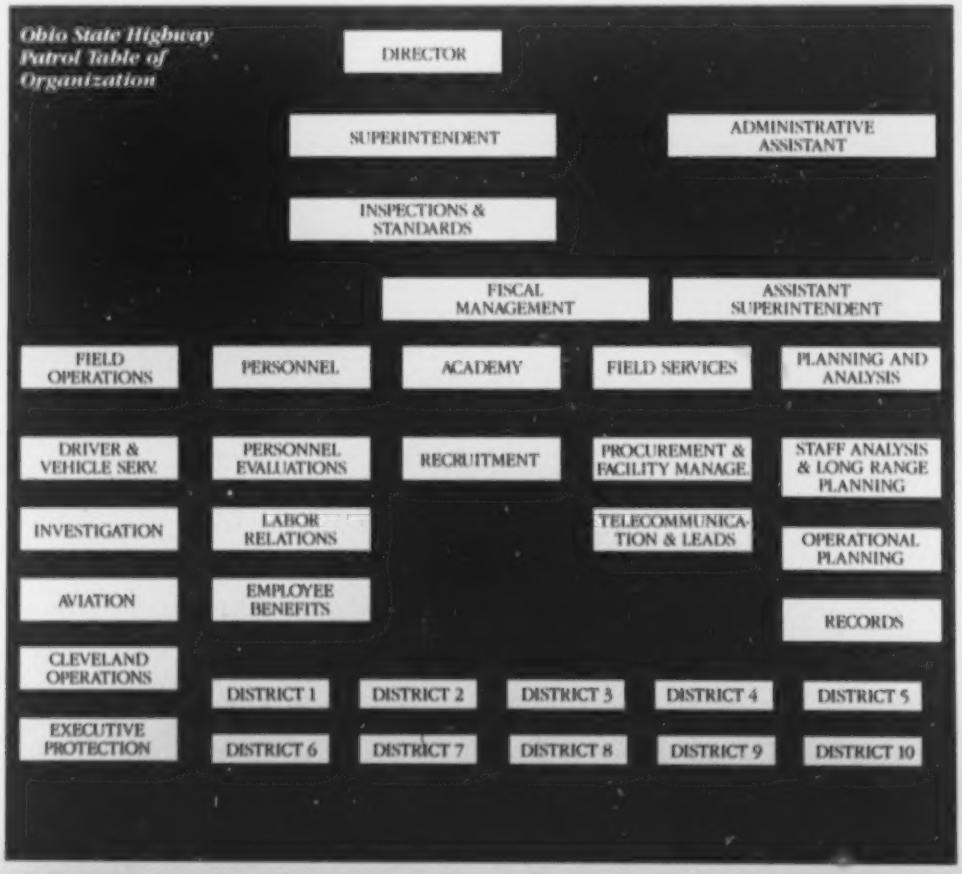
In-depth management appraisals of Patrol post operations are conducted to make certain that all officers perform their duties in accordance with high public service standards that have been the hallmark of the Patrol since 1933.

Average Crash Response Time
Patrol 1983–1987



Ohio's Commissioned Police Officers
Estimated

Ohio State Highway Patrol Table of Organization



1987 Highway Safety Days

The Department initiated Highway Safety Days in 1985 to recognize at least one Ohio city every month that would host the Department and its safety programs. Highway Safety Days are intended to heighten highway safety issues for the day in hopes of continued awareness at the program's conclusion.

During Highway Safety Days the Director and his staff meet and talk with various organizations and businesses such as the area Highway Patrol Post, Deputy Registrar offices, driver exam stations, day care centers, senior citizen centers, college sociology classes, auto plants, city and county officials, Safety Councils, SADD chapters, MADD chapters, safety-related organizations, local radio stations, newspapers, and local television and local cable stations.

The Director presents "Saved by the Belt" awards to residents whose lives were saved or were prevented from serious injury because they had their safety belt on while in a motor vehicle crash. He also presents a Highway Safety Day proclamation to the host community.

In 1987, Director Denihan visited 31 communities in 26 days. Below is a list of cities and the dates which hosted a Highway Safety Day.

Director Denihan teaches children at a day care center how to use safety belts and the importance of buckling up. Denihan visited the center during the Zanesville Highway Safety Day October 20.

Director Denihan met with senior citizens at the Van Wert County Senior Center to discuss safety belt use and other highway safety issues during the Van Wert Highway Safety Day November 4.

Delaware, 2/10/87
Sandusky, 3/10/87
Akron, 3/13/87
Toledo, 3/18/87
Chardon, 4/7/87
Cleveland, 4/8/87
Marietta, 4/21/87
Steubenville, 5/5/87
East Liverpool, 5/5/87
Dayton, 5/5/87
Marion, 5/15/87
Canton, 5/19/87
Massillon, 5/19/87
Portsmouth, 5/26/87
Cleveland, 6/15/87
Cleveland, 6/19/87
Cincinnati, 6/26/87
Cleveland, 7/1/87
Greenville, 7/23/87
Troy, 7/23/87
Akron, 8/24/87
Columbiana County, 8/24/87
Lorain, 8/25/87
Elyria, 8/25/87
Fairfield, 9/8/87
Hamilton, 9/8/87
Middletown, 9/8/87
Celina, 9/8/87
Kenton, 9/15/87
Newark, 9/17/87
Zanesville, 10/20/87
Van Wert, 11/4/87
Wapakoneta, 11/4/87
Columbus, 12/1/87
Circleville, 12/14/87

"Saved By The Belt" Club

Fairborn resident Stacey A. Domicone is presented with a "Saved by the Belt" award by Lt. R.H. Fussner, commander of the Xenia Highway Patrol Post. The award recognizes people who escaped death or serious injury because they wore safety belts in motor vehicle crashes. (Photo by the Fairborn Daily Herald)

In May of 1986, when the safety belt law took effect, the Department of Highway Safety introduced the "Saved by the Belt" Club. The program is used to help increase public awareness about the lifesaving value of safety belts, by publicly recognizing individuals who survive serious traffic crashes while belted.

To qualify for a "Saved by the Belt" award, a person must have been involved in recent crash that can be verified through state records. Candidates for membership can be proposed either by the investigating officer or by someone with knowledge of the crash.

The Department encourages local law enforcement agencies to develop local "Saved by the Belt" clubs in their area. Materials are supplied by the Department. Law enforcement agencies can dramatically illustrate the benefits of the safety belt law and help increase compliance with the law.

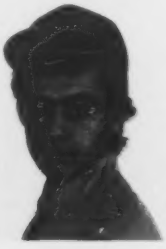
Since May 6, 1986 through December 31, 1987, it is estimated that there are more than 600 members of the "Saved by the Belt" Club who live across the state.

Englewood Police Officer Tom Conklin was honored in Washington for surviving a life-threatening crash on duty while buckled up. He, along with 50 other officers from each state and the District of Columbia, posed for a group poster promoting safety belt use, sponsored by the American Coalition for Traffic Safety.

On November 23, 1987, at approximately 1:05 p.m., one of the most tragic crashes in the history of the Ohio Highway Patrol occurred, taking the lives of two load limit inspectors and critically injuring a trooper. The Department of Highway Safety expresses its sympathy to the families and friends of Ralph E. Morrow, 57, and Paul C. Eberhart, 21.

Load Limit Inspector Ralph E. Morrow had spent 23 years in state service prior to his death on November 23, 1987. He lived in Akron and worked out of the Massillon district headquarters as a member of the portable scale team.

Morrow graduated from Garfield High School in Akron and earned a Bachelor of Arts degree in public administration from Akron University. Prior to working for the state of Ohio, he served as a teacher for the Akron Board of Education and the Howland School District.



Load Limit Inspector Paul C. Eberhart began his service with the Highway Patrol in November 1985 as a member of the Massillon district portable scale team and worked throughout District 3 weighing commercial vehicles. He died November 27, 1987 of injuries sustained in the collision on November 23.

Tpr. Richard Delagrange was also involved in the collision. He suffered critical injuries but has since recovered.

Table of Contents

Section 1: General Highlights

1987 Ohio Motor Vehicle Crash Highlights 15
Traffic Crashes Over The Last Ten Years 16
Death Tolls And Death Rates Over The Last Ten Years 16
Deaths And Death Rates: States Over Ten Million Population 17
Drivers, Passengers And Pedestrians Killed In 1987 17
Drivers, Passengers And Pedestrians Injured in 1987 18
Ohio Licensed Drivers By Age 19
Vehicle Registrations By County 21
Economic Costs Of Crashes 22
Ten Leading Causes Of Death In The United States 22

Section 2: Crash Data

Crashes Over The Last Five Years 23
Where Crashes Occurred in 1987 23
Crashes By Month 24
Crashes By Hour Of Day 24
Crashes By Day Of Week 24
Crashes By Light Condition 25
Crashes By Weather Condition 25
Crashes By Type of Crash 26
Crashes Involving Fire 26
Severity Of Fire-Related Crashes 26
Restraint Use Of Persons In Crashes Involving Fire 27
Probable Cause Of Crashes 27
Crashes By County 28
Crashes By City 30
Fatal Crashes And Deaths Over The Last Five Years, By County 35

Section 3: Injury Data

Death Tolls And Rates Through The Years 1938-1987 37
Analysis: Speed Law 38
Rural Fatal Crash Comparison July 15 - December 31: 1987 vs 1986 39
Ohio Deaths Before And After The 55 MPH Speed Law 39
Crashes, Deaths and Injuries During Holiday Weekends 40
Deaths And Injuries By Sex 41
Age Distribution Of Persons Killed 42
Age Distribution Of Persons Injured 42
Injuries By Month 43
Injuries By Day 43
Injuries By Type Of Crash 44
Pedestrian Deaths And Injuries Over The Last Five Years 44

Section 4: Driver Data

Drivers In Crashes: Involvement Of All Licensed Drivers By Age Group . 45
Male Drivers In Crashes: Involvement Of All Licensed
Drivers By Age Group 45
Female Drivers In Crashes: Involvement Of All Licensed
Drivers By Age Group 46
Drivers In Crashes By Age Group 46
Drivers In All Crashes By Age And Vehicle Type 47
Drivers In Fatal Crashes By Age And Vehicle Type 47
Uninsured Drivers In Crashes 48
Uninsured Drivers At Fault 48
Driver Conviction Totals For Offenses Committed In 1987 48

Section 5: Vehicle Data

ALL VEHICLES
Types Of Vehicles Involved In Crashes 49
PASSENGER CARS
Age Of Passenger Car Occupants Killed Or Injured 50
Passenger Car Deaths And Injuries By Position In Vehicle 50
TRUCKS
Analysis: Crashes Involving Semi-Trucks 51
Tractor-Trailer Truck Crashes 51
Crashes, Deaths And Injuries By Truck Driver At Fault 52
Crashes Involving Trucks 1980-1987 52
RESTRAINT USE IN PASSENGER CARS/TRUCKS
Restraint Use Of Passenger Car/Truck Occupants By Age 53
Restraint Use Of Passenger Car/Truck Occupants By Sex 53
Child Safety Seat Use In Crashes 54
EJECTION
Passenger Car/Truck Occupants Ejected In Crashes 54
MOTORCYCLES
Crashes, Deaths And Injuries Involving Motorcycles 1980-1987 55
Age Groups Of Motorcyclists Killed Or Injured 55
Helmet Use Of Motorcyclists Killed Or Injured 55
Single Vs. Multi-Vehicle Motorcycle Crashes
Persons At Fault In Single Vehicle Motorcycle Crashes 56
Persons At Fault in Multi-Vehicle Motorcycle Crashes 56
MOPEDS
Crashes Involving Mopeds 1980-1987 57
Age Of Moped Riders Killed Or Injured 57
BICYCLES
Crashes Involving Bicycles 1980-1987 57
Bicycle Injuries By Population Area 57
Bicycle Injuries By Light Conditions 58
SCHOOL BUSES
Crashes Involving School Buses 1980-1987 58
Crashes, Deaths And Injuries Involving School Buses 58
TRAINS
Motor Vehicle-Train Crashes By Population Area 59
Motor Vehicle-Train Crashes By Time 59
Railroad Grade Protection In Motor Vehicle-Train Crashes 59

Section 6: Alcohol Involvement In Crashes

Analysis: Drunk Driving Law 60
Alcohol Related Crashes, Deaths And Injuries 61
Alcohol Related Crashes, Deaths And Injuries By Month 61
Alcohol Related Crashes By County 62
Urban/Rural Breakdown Of Persons Injured In Alcohol Related Crashes . 62
Alcohol Involvement In Crashes By Type Of Damage 64
Alcohol Involvement Of Drivers In Crashes By Time 64
Drinking Drivers By Age And Vehicle Type 65
Summary Of Persons Killed Or Injured In Crashes By The Age Of The Drinking Driver At Fault 66
Pedestrian Alcohol Involvement By Age Group 68
Pedestrians Killed Or Injured In Alcohol Related Crashes 68
Youthful Drivers In Crashes 69
Blood Alcohol Concentrations Of Drinking Drivers At Fault In Fatal Crashes 1983-1987 69
DUI Profile For First-Time And Previous DUI Offenders By Age 70
DUI Convictions By County—1985-1987 71
DUI Convictions 1985-1987 By Age 72
DUI Convictions 1985-1987 By Sex 72
Definitions ..... IBC

1987 Ohio Motor Vehicle Crash Highlights

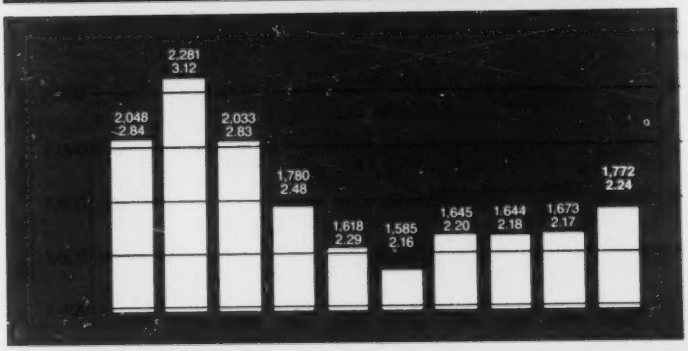
CRASHES:	
Fatal Crashes	1,588
Injury Crashes	124,041
Property Damage Only Crashes	254,772
Total Codeable Crashes	380,401
INJURIES:	
Serious Visible Injuries	13,852
Minor Visible Injuries	75,059
Non-Visible Claimed Injuries	112,286
Total Non-Fatal Injuries	201,197
Total Fatalities	1,772
Total Injuries and Fatalities	202,969
DRIVERS:	
Total Licensed Drivers	7,378,737
Drivers in Crashes	654,614
Drinking Drivers In Crashes	36,958
VEHICLES:	
Total Registered Vehicles	9,341,433
Vehicles In Crashes	694,890
ALCOHOL RELATED:	
All Crashes	36,433
Fatal Crashes	707
Deaths	795
Injuries	29,739
ROADS AND MILEAGE:	
Total Highway Miles (preliminary)	113,288
Total Miles Traveled (preliminary)	79,252,000,000
RATES (preliminary):	
Death Rate*	2.24
Injury Rate*	253.87
Crash Rate*	479.99
ECONOMIC COST.	
Ohio Dept. of Highway Safety Estimates	$1,965,000,000

*per 100,000,000 miles travelled

Traffic Crashes Over The Last Ten Years

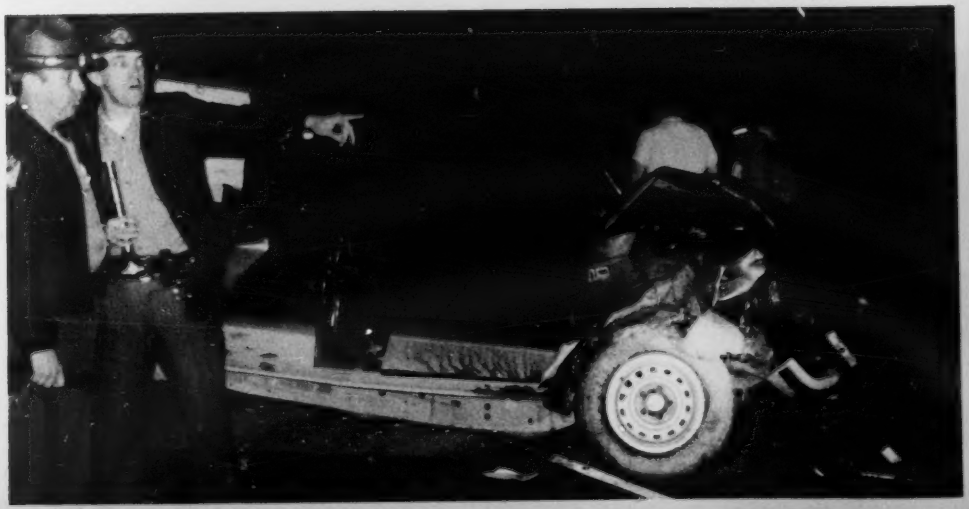
YEAR	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE CRASHES
1987	**380,401**	**1,588**	**124,041**	**254,772**
1986	369,383	1,503	119,729	248,151
1985	373,069	1,478	118,790	252,801
1984	342,349	1,479	112,361	228,509
1983	311,649	1,419	103,406	206,824
1982	317,013	1,456	104,680	210,877
1981	338,887	1,569	98,331	238,987
1980	370,982	1,805	106,612	262,565
1979	417,661	2,010	115,111	300,540
1978	433,614	1,800	112,226	319,588

Death Tolls and Death Rates Over The Last Ten Years



*deaths per 100 million miles travelled

Troopers stationed at 57 Highway Patrol posts investigated 89,595 traffic crashes in 1987.



Gerry Faust, head football coach of the University of Akron, was the keynote speaker at the first annual Save More Ohio Lives (SMOL) Conference hosted by the Department. The three-day event was the first "working" conference hosted by the Department that brought together a variety of highway safety-related organizations.

Deaths And Death Rates: States Over Ten Million Population

STATE	1986 DEATHS	POPULATION DEATH RATE (a)	MILEAGE DEATH RATE (b)
California	5,223	17.4	2.4
New York	2,114	11.9	2.2
Texas	3,568	21.4	2.4
Florida	2,875	24.6	3.1
Pennsylvania	1,928	16.2	2.6
Illinois	1,616	14.0	2.3
Ohio	**1,673**	**15.6**	**2.1**
TOTAL U.S.	47,900	19.9	2.6

(a) Deaths per 100,000 population
(b) Deaths per 100,000,000 miles travelled
Note: Information for this table taken from the latest edition of "Accident Facts" published by the National Safety Council. That booklet covers the year 1986 only, and is the most current complete information available.

Drivers, Passengers, and Pedestrians Killed in 1987

1,772 (Total Deaths)

	TOTAL DRIVERS	PERCENT
Passenger Car Drivers	731	41%
Motorcycle Drivers	168	9%
Moped Drivers	4	0%
Truck Drivers	152	9%
Bicycle Drivers	38	2%
All Other Drivers	6	0%
TOTAL	1,099	62%

	TOTAL PASSENGERS	PERCENT
Passengers in Cars	399	23%
Passengers on Motorcycles	28	2%
Passengers on Mopeds	0	0%
Passengers in Trucks	55	3%
Bicycle Passengers	0	0%
All Other Vehicle Passengers	1	0%
TOTAL	483	27%

	TOTAL PEDESTRIANS	PERCENT
	190	11%

Drivers, Passengers, and Pedestrians Injured in 1987

201,197 (Total Injuries)

	TOTAL DRIVERS	PERCENT
Passenger Car Drivers	107,605	53%
Motorcycle Drivers	5,400	3%
Moped Drivers	331	0%
Truck Drivers	17,467	9%
Bicycle and all Other Drivers	5,301	3%
TOTAL	136,104	68%

	TOTAL PASSENGERS	PERCENT
Passengers in Cars	51,296	25%
Passengers on Motorcycles	886	0%
Passengers on Mopeds	29	0%
Passengers in Trucks	6,984	3%
Bicycle and all Other Drivers	1,050	1%
TOTAL	60,245	30%

	TOTAL PEDESTRIANS	PERCENT
	4,848	2%

Governor Richard F. Celeste and Director William M. Denihan were on hand to offer congratulations to Colonel Jack Walsh, superintendent of the Ohio Highway Patrol, for the Public Service Award he received from the National Highway Traffic Safety Administration (NHTSA).

Dick Cook, Region V NHTSA Administrator (far right), presented the plaque to Walsh. The award is given to individuals for their outstanding contributions to highway safety.

Col. Walsh's outstanding leadership has made the Ohio Highway Patrol a progressive traffic safety advocate.

Bob Anderson, an organ donor recipient from Columbus, participated in a news conference hosted by the Department to kick-off "Organ Donor Awareness Week" April 26-May 2. (Photo by Ramon Owens/ Columbus Dispatch)

Ohio Licensed Drivers By Age

AGE	TOTAL	% OF ALL DRIVERS	MALE	FEMALE
16	60,599	0.8%	33,065	27,534
17	122,258	1.7%	64,561	57,697
18	135,802	1.8%	72,672	63,130
19	144,653	2.0%	77,057	67,596
20	138,364	1.9%	72,396	65,968
16-20	**601,676**	**8.2%**	**319,751**	**281,925**
21	148,225	2.0%	77,200	71,025
22	154,171	2.1%	79,652	74,519
23	170,006	2.3%	87,367	82,639
24	162,895	2.2%	83,731	79,164
25	167,511	2.3%	85,491	82,020
21-25	**802,808**	**10.9%**	**413,441**	**389,367**
26	175,813	2.4%	89,447	86,366
27	182,866	2.5%	92,645	90,221
28	173,633	2.4%	87,625	86,008
29	178,240	2.4%	90,008	88,232
30	184,470	2.5%	92,792	91,678
26-30	**895,022**	**12.1%**	**452,517**	**442,505**
31	181,735	2.5%	91,530	90,205
32	175,258	2.4%	88,405	86,853
33	176,203	2.4%	88,892	87,311
34	168,304	2.3%	84,429	83,875
35	165,840	2.2%	83,371	82,469
31-35	**867,340**	**11.8%**	**436,627**	**430,713**
36	164,773	2.2%	83,164	81,609
37	156,561	2.1%	78,455	78,106
38	156,247	2.1%	78,036	78,211
39	155,520	2.1%	77,764	77,756
40	161,069	2.2%	80,456	80,613
36-40	**794,170**	**10.8%**	**397,875**	**396,295**
41	156,894	2.1%	78,815	78,079
42	114,240	1.5%	57,812	56,428
43	115,320	1.6%	57,724	57,596
44	119,751	1.6%	59,978	59,773
45	126,598	1.7%	63,326	63,272
41-45	**632,803**	**8.6%**	**317,655**	**315,148**
46	113,591	1.5%	57,051	56,540
47	105,330	1.4%	52,644	52,686
48	101,015	1.4%	50,308	50,707
49	101,942	1.4%	51,124	50,818
50	99,394	1.3%	49,762	49,632
46-50	**521,272**	**7.1%**	**260,889**	**260,383**
51	94,946	1.3%	48,021	46,925
52	94,683	1.3%	47,907	46,776
53	94,563	1.3%	47,971	46,592
54	86,558	1.2%	44,177	42,381
55	90,411	1.2%	46,174	44,237
51-55	**461,161**	**6.2%**	**234,250**	**226,911**

Ohio Licensed Drivers By Age cont.

AGE	TOTAL	% OF ALL DRIVERS	MALE	FEMALE
56	90,464	1.2%	46,300	44,164
57	94,242	1.3%	48,412	45,830
58	92,675	1.3%	47,572	45,103
59	92,987	1.3%	48,005	44,982
60	95,353	1.3%	49,134	46,219
56-60	**465,721**	**6.3%**	**239,423**	**226,298**
61	92,707	1.3%	48,241	44,466
62	91,744	1.2%	47,057	44,687
63	91,181	1.2%	46,691	44,490
64	88,301	1.2%	45,527	42,774
65	83,529	1.1%	42,771	40,758
61-65	**447,462**	**6.1%**	**230,287**	**217,175**
66	84,233	1.1%	43,190	41,043
67	77,344	1.0%	39,749	37,595
68	70,930	1.0%	36,212	34,718
69	69,160	0.9%	35,257	33,903
70	64,427	0.9%	33,092	31,335
66-70	**366,094**	**5.0%**	**187,500**	**178,594**
71	59,869	0.8%	30,512	29,357
72	56,966	0.8%	29,352	27,614
73	52,394	0.7%	26,754	25,640
74	48,670	0.7%	24,773	23,897
75	43,710	0.6%	22,239	21,471
71-75	**261,609**	**3.5%**	**133,630**	**127,979**
76 & Over	**261,599**	**3.5%**	**137,019**	**124,580**
TOTAL	7,378,737	100%	3,760,864	3,617,873

Ohio Wesleyan University President Dr. David L. Warren, who headed a special task force to improve Ohio's system of registering motor vehicles, submits the task force recommendations to Governor Richard F. Celeste.

There are 272 deputy registrar offices located in Ohio. These offices issue drivers' licenses, identification cards, duplicate licenses, temporary permit packets, and vehicle registrations.

Vehicle Registrations By County

COUNTY	TOTAL	COUNTY	TOTAL
Adams	20,649	**Logan**	39,504
Allen	97,273	**Lorain**	232,935
Ashland	42,850	**Lucas**	382,620
Ashtabula	87,020	**Madison**	30,349
Athens	40,040	**Mahoning**	221,925
Auglaize	41,648	**Marion**	55,833
Belmont	63,539	**Medina**	115,980
Brown	33,307	**Meigs**	21,146
Butler	244,848	**Mercer**	36,706
Carroll	25,383	**Miami**	90,327
Champaign	33,662	**Monroe**	14,338
Clark	128,987	**Montgomery**	499,083
Clermont	136,759	**Morgan**	14,153
Clinton	32,214	**Morrow**	27,202
Columbiana	97,019	**Muskingum**	73,450
Coshocton	32,806	**Noble**	10,067
Crawford	44,200	**Ottawa**	39,835
Cuyahoga	1,091,476	**Paulding**	20,042
Darke	54,055	**Perry**	27,039
Defiance	36,946	**Pickaway**	41,018
Delaware	60,764	**Pike**	21,125
Erie	71,253	**Portage**	129,664
Fairfield	92,071	**Preble**	41,571
Fayette	25,212	**Putnam**	31,138
Franklin	774,920	**Richland**	119,272
Fulton	38,387	**Ross**	59,573
Gallia	26,137	**Sandusky**	58,537
Geauga	76,703	**Scioto**	67,318
Greene	121,077	**Seneca**	55,585
Guernsey	35,586	**Shelby**	40,915
Hamilton	692,346	**Stark**	325,537
Hancock	63,704	**Summit**	449,051
Hardin	27,277	**Trumbull**	210,825
Harrison	15,739	**Tuscarawas**	79,759
Henry	28,023	**Union**	32,988
Highland	33,862	**Van Wert**	29,997
Hocking	22,557	**Vinton**	11,100
Holmes	21,239	**Warren**	100,062
Huron	51,967	**Washington**	58,217
Jackson	26,016	**Wayne**	93,312
Jefferson	69,308	**Williams**	35,931
Knox	42,152	**Wood**	96,202
Lake	203,819	**Wyandot**	23,982
Lawrence	54,346		
Licking	117,074	STATE TOTALS	9,341,433

Economic Costs of Crashes

ITEM	1987* MILLIONS	1986** MILLIONS	1985** MILLIONS	1984** MILLIONS	1983** MILLIONS
Deaths	**$445**	$400	$395	$360	$335
Serious Visible Injuries	**$385**	$355	$305	$310	$255
Minor Visible Injuries	**$505**	$460	$375	$380	$380
Non-visible Claimed Injuries	**$190**	$170	$130	$110	$105
Property Damage Only	**$440**	$400	$305	$270	$240
OHIO: TOTAL COST ESTIMATES	**$1,965**	$1,785	$1,510	$1,430	$1,315
U.S. TOTAL COST ESTIMATES	**$ N.A.**	$57,800	$48,600	$47,600	$43,300

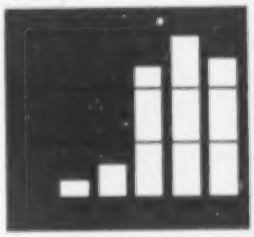
*Ohio Department of Highway Safety estimates
**National Safety Council estimates
***The calculable costs of motor vehicle crashes are wage loss, medical expense, insurance costs, and property damage according to the National Safety Council. All figures are rounded to the nearest $5,000.00.

Ten Leading Causes Of Death In The United States

CAUSE OF DEATH (ALL AGES)	TOTAL	MALE	FEMALE
Heart Disease	765,114	397,097	368,017
Cancer	453,492	242,790	210,702
Stroke	154,327	61,697	92,630
Pneumonia	57,798	29,024	28,774
Motor Vehicle Crashes	**46,263**	**32,949**	**13,314**
Diabetes	35,767	14,859	20,928
Suicide	29,286	22,689	6,597
Liver Disease	27,317	17,558	9,759
Atherosclerosis	24,462	9,240	15,222
Nephritis and Nephrosis	20,126	10,051	10,075

Source: Deaths are for 1984 from the National Center for Health Statistics as shown in the 1987 edition of "Accident Facts", published by the National Safety Council.

Anatomical Donor Statistics 1983-1987



Ohio leads the nation with the number of people who have signed the donor portion on the back of their driver's license. The chart illustrates the successful efforts to register donors for the period 1983-1987. The 1986 climax was the result of a four-year registration cycle based on population growth coupled with an aggressive effort to register donors.

Crashes Over The Last Five Years

CRASHES	1983	1984	1985	1986	1987	FIVE-YEAR AVERAGE
Fatal Crashes	1,419	1,479	1,478	1,503	1,588	1,493
Injury Crashes	103,406	112,361	118,790	119,729	124,041	115,665
Property Damage Crashes	206,824	228,509	252,801	248,151	254,772	238,211
TOTAL CRASHES	311,649	342,349	373,069	369,383	380,401	355,370
Serious Visible Injuries	13,956	14,252	14,095	13,948	13,852	14,021
Minor Visible Injuries	68,888	72,865	73,427	72,936	75,059	72,635
Non-Visible Claimed Injuries	79,634	89,193	99,643	105,080	112,286	97,167
TOTAL NON-FATAL INJURIES	162,478	176,310	187,165	191,964	201,197	183,823
TOTAL FATALITIES	1,585	1,645	1,644	1,673	1,772	1,664
Male Drivers Involved	322,649	356,081	390,434	380,353	389,152	367,734
Female Drivers Involved	167,199	186,368	208,098	211,394	225,021	199,616
TOTAL DRIVERS*	526,200	582,052	640,280	633,333	654,614	607,296
Passenger Cars Involved	438,984	477,583	530,000	523,723	536,375	501,333
Trucks Involved	86,102	100,789	115,999	114,252	123,033	108,035
All Other Vehicles	39,189	43,736	37,070	37,574	35,482	38,610
TOTAL VEHICLES	564,275	622,108	683,069	675,549	694,890	647,978
Pedestrians Involved	5,070	5,396	5,347	5,554	5,665	5,406

*Total drivers includes drivers whose sex was not stated

Trooper Michael R. Marchek received the 1987 Trooper of the Year Award from the Ohio Highway Patrol. His wife Catherine sits beside him. He was judged outstanding in leadership, work attitude, technical knowledge and professionalism.

Where Crashes Occurred in 1987

	URBAN	% URBAN	RURAL	% RURAL	TOTAL
Fatal Crashes	543	34%	1,045	66%	1,588
Injury Crashes	75,780	61%	48,261	39%	124,041
Property Damage Crashes	164,430	65%	90,342	35%	254,772
TOTAL CRASHES	240,753	63%	139,648	37%	380,401
Fatalities	586	33%	1,186	67%	1,772
Serious Visible Injuries	6,866	50%	6,986	50%	13,852
Minor Visible Injuries	38,934	52%	36,125	48%	75,059
Non-Visible Claimed Injuries	76,466	68%	35,820	32%	112,286
TOTAL NON-FATAL INJURIES	122,266	61%	78,931	39%	201,197

Crashes By Month

MONTH	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE ONLY
January	33,427	95	9,415	23,917
February	25,077	99	7,704	17,274
March	28,601	106	9,224	19,271
April	29,259	114	9,523	19,622
May	31,165	149	10,720	20,296
June	31,286	122	11,021	20,143
July	30,539	160	10,832	19,547
August	31,366	187	11,207	19,972
September	29,932	132	10,400	19,400
October	35,853	142	11,771	23,940
November	35,701	131	10,732	24,838
December	38,195	151	11,492	26,552
TOTAL	380,401	1,588	124,041	254,772

Crashes By Hour Of Day

HOUR BEGINNING	TOTAL CRASHES	FATAL CRASHES	HOUR BEGINNING	TOTAL CRASHES	FATAL CRASHES
Midnight	10,046	84	Noon	20,618	58
1-AM	8,732	86	1-PM	19,683	59
2-AM	9,543	120	2-PM	23,401	60
3-AM	5,545	65	3-PM	29,116	70
4-AM	3,198	32	4-PM	30,209	71
5-AM	3,729	30	5-PM	30,830	83
6-AM	7,888	47	6-PM	23,296	103
7-AM	17,012	47	7-PM	18,684	93
8-AM	14,819	39	8-PM	15,211	63
9-AM	12,081	28	9-PM	14,957	80
10-AM	13,531	35	10-PM	13,300	88
11-AM	17,153	49	11-PM	12,935	98
			Not Stated	4,884	0
TOTAL				380,401	1,588

Crashes By Day Of Week

DAY	TOTAL CRASHES	%	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE
Monday	51,196	13.5%	193	16,344	34,659
Tuesday	53,392	14.0%	176	16,971	36,245
Wednesday	54,305	14.3%	173	17,191	36,941
Thursday	54,116	14.2%	222	17,446	36,448
Friday	67,740	17.8%	300	21,680	45,760
Saturday	57,487	15.1%	289	19,630	37,568
Sunday	42,165	11.1%	235	14,779	27,151
TOTAL*	380,401	100%	1,588	124,041	254,772

*Totals include day not stated

Crashes By Light Condition

	CRASH SEVERITY		
	FATAL	INJURY	PROPERTY DAMAGE
Dawn	24	1,798	4,330
Dusk	36	3,933	7,327
Dark—No Lights	520	17,202	36,327
Dark—Lighted	312	23,171	41,649
Daylight	696	77,843	164,413
Not Stated	0	94	726
TOTAL	1,588	124,041	254,772

Crashes By Weather Condition

	CRASH SEVERITY		
	FATAL	INJURY	PROPERTY DAMAGE
Fog	20	674	1,191
Snow	74	8,035	20,377
No Adverse Weather	1,320	95,660	193,699
Rain	158	18,909	37,323
Not Stated	0	160	752
All Others	16	603	1,430
TOTAL	1,588	124,041	254,772

Sheldon Gleisser, a radio-television communications specialist, shoots a segment for Safetyline with Director Denihan. Safetyline is a monthly cable show distributed to 17 local government access stations around the state. The show focuses on current highway safety topics and is presented in a feature news format.

Crashes By Type Of Crash

FIRST HARMFUL EVENT	TOTAL CRASHES	AREA % URBAN	AREA % RURAL	CRASH SEVERITY FATAL	CRASH SEVERITY INJURY	CRASH SEVERITY PROPERTY DAMAGE
Head-On	8,972	39.6%	60.4%	212	4,760	4,000
Rear-End	79,623	72.3%	27.7%	74	30,661	48,888
Backing	12,044	76.7%	23.3%	2	1,233	10,809
Sideswipe	36,959	89.0%	11.0%	33	6,758	30,168
Angle	109,091	69.1%	30.9%	308	36,130	72,653
Subtotal: 2 MV's in Transport	246,689	73.1%	26.9%	629	79,542	166,518
Parked MV	28,747	85.9%	14.1%	32	3,854	24,861
Pedestrian	4,929	85.5%	14.5%	178	4,459	292
	17,488	7.1%	92.9%	6	936	16,546
Train	379	48.3%	51.7%	51	155	173
Pedalcycle	4,018	78.8%	21.2%	37	3,716	265
Other Non-MV	116	11.2%	88.8%	0	56	60
Fixed Object	63,755	34.9%	65.1%	559	26,292	36,904
Other Object	4,118	38.8%	61.2%	11	817	3,290
Fall From/ Into Vehicle	924	54.0%	46.0%	18	485	421
Overturning	4,370	22.2%	77.8%	65	2,826	1,479
Other Non-Collision	4,866	30.6%	69.4%	2	903	3,961
Not Stated	2	100.0%	0.0%	0	0	2
Subtotal: 1 MV in Transport	133,712	45.1%	54.9%	959	44,499	88,254
TOTAL	380,401	63.3%	36.7%	1,588	124,041	254,772

Severity of Fire Related Crashes

	FATAL	%	INJURY	%	PROPERTY DAMAGE	%	TOTAL	%
Single-Vehicle	3	5%	59	10.5%	1,021	73.3%	1,083	53.7%
Multi-Vehicle	57	95%	503	89.5%	372	26.7%	932	46.3%
TOTAL	60	100%	562	100%	1,393	100%	2,015	100%

Crashes Involving Fire

FIRE
2,015
0.5%

Crashes involving fire represent only one-half percent of all crashes.

Restraint Use of Person In Crashes Involving Fire

RESTRAINTS	KILLED	%	INJURED	%	NOT INJURED	%	TOTAL	%
Used	7	7%	422	45%	1,742	66%	2,171	59%
Not Used	83	81%	366	39%	477	18%	926	25%
Not Available	10	10%	54	6%	70	3%	134	4%
Not Stated	3	3%	104	11%	350	13%	457	12%
TOTAL	103	100%	946	100%	2,639	100%	3,688	100%

Probable Cause of Crashes

CAUSE	FATAL CRASHES	% OF TOTAL	INJURY CRASHES	PROPERTY DAMAGE	ALL CRASHES
Unsafe Speed	376	39.2%	9,476	12,979	22,831
Failure To Control	254	26.5%	22,405	37,426	60,085
Failure To Yield	232	24.2%	22,357	39,556	62,145
Left Of Center	143	14.9%	3,482	4,987	8,612
Drove Off Road	124	12.9%	1,419	1,735	3,278
Following Too Close	68	7.1%	25,376	40,746	66,190
Ran Red Light	28	2.9%	5,078	6,416	11,522
Ran Stop Sign	46	4.8%	2,829	3,284	6,159
Improper Turn	12	1.3%	3,160	9,454	12,626
Improper Passing	39	4.1%	1,607	5,037	6,683
Improper Lane Change	5	0.5%	2,535	13,293	15,833
Improper Backing	4	0.4%	1,276	14,408	15,688
Improper Starting	1	0.1%	359	2,399	2,759
Stopped/Parked Illegally	1	0.1%	119	426	546
Driver Inattention	57	5.9%	4,761	10,091	14,909
Other Driver Errors	35	3.7%	4,680	12,337	17,052
Subtotal: Driver Errors	795	83.0%	79,038	164,169	244,002
Vehicle Defect	12	1.3%	2,163	5,542	7,717
Load Shifting/Spilling	1	0.1%	208	1,871	2,080
Pavement Defect	1	0.1%	158	482	641
Shoulder Defect	0	0.0%	13	71	84
Debris On Road	1	0.1%	316	1,846	2,163
Downed Traffic Signal	0	0.0%	43	97	140
Vision Obstruction	0	0.0%	129	402	531
Animal Action	6	0.6%	1,354	17,219	18,579
Pedestrian At Fault	140	14.6%	2,759	436	3,335
Subtotal: Non-Driver Errors	161	16.8%	7,143	27,966	35,270
Fault Inconclusive	2	0.2%	5,893	12,103	17,998
Fault Not Stated	0	0.0%	86	129	215
TOTAL	958	100%	92,160	204,367	297,485

Unsafe speed alone was identified as the number one cause of fatal crashes. Since other causes such as "failure to control", and "drove off road" are also often speed related, the number of speed related crashes would be even higher.

CAUSES OF CRASHES

Crashes By County

COUNTY	CRASHES						INJURIES			
	TOTAL	URBAN	RURAL	FATAL	INJURY	PROPERTY DAMAGE	DEATHS	INJURIES	POPULATION	DEATH RATE*
Adams	770	64	706	13	219	538	13	390	24,328	53.44
Allen	4,359	2,450	1,909	19	1,325	3,015	21	2,148	112,241	18.71
Ashland	1,811	687	1,124	15	537	1,259	15	834	46,178	32.48
Ashtabula	3,156	1,139	2,017	24	1,096	2,036	26	1,751	104,215	24.95
Athens	1,472	495	977	12	496	964	13	774	56,399	23.05
Auglaize	1,322	597	725	5	375	942	8	589	42,554	18.80
Belmont	2,182	723	1,459	12	703	1,467	14	1,064	82,569	16.96
Brown	941	3	938	5	292	644	5	491	31,920	15.66
Butler	9,279	6,044	3,235	38	3,234	6,007	39	5,418	258,787	15.07
Carroll	790	112	678	6	285	499	6	430	25,598	23.44
Champaign	1,257	386	871	8	377	872	9	577	33,649	26.75
Clark	4,819	2,604	2,215	25	1,780	3,014	28	3,062	150,236	18.64
Clermont	5,103	339	4,764	28	1,708	3,367	32	2,852	128,483	24.91
Clinton	1,277	469	808	6	339	932	6	533	34,603	17.34
Columbiana	2,995	1,125	1,870	28	919	2,048	30	1,407	113,572	26.41
Coshocton	1,163	381	782	7	302	854	7	498	36,024	19.43
Crawford	1,375	695	680	8	434	933	11	711	50,075	21.97
Cuyahoga	50,788	49,305	1,483	132	17,925	32,731	145	30,907	1,498,295	9.68
Darke	1,473	477	996	14	474	985	16	787	55,096	29.04
Defiance	1,679	863	816	8	489	1,182	9	751	39,987	22.51
Delaware	2,232	606	1,626	16	664	1,552	19	1,071	53,840	35.29
Erie	3,162	1,501	1,661	11	1,046	2,105	12	1,623	79,655	15.06
Fairfield	3,040	1,529	1,511	25	984	2,031	33	1,615	93,678	35.23
Fayette	1,157	439	718	10	364	783	11	530	27,467	40.05
Franklin	38,479	32,888	5,591	95	12,007	26,377	98	18,584	869,109	11.28
Fulton	1,206	416	790	12	414	780	15	661	37,751	39.73
Gallia	1,094	255	839	4	275	815	4	451	30,098	13.29
Geauga	2,387	188	2,199	11	813	1,563	12	1,302	74,474	16.11
Greene	3,882	2,297	1,585	16	1,305	2,561	19	2,054	129,769	14.64
Guernsey	1,529	424	1,105	13	413	1,103	14	644	42,024	33.31
Hamilton	35,276	26,301	8,975	74	9,556	25,646	80	14,499	873,136	9.16
Hancock	2,717	1,605	1,112	9	788	1,920	11	1,157	64,581	17.03
Hardin	915	376	539	4	289	622	4	472	32,719	12.23
Harrison	513	106	407	1	150	362	1	229	18,152	5.51
Henry	299	242	57	7	73	219	9	116	28,383	31.71
Highland	1,313	459	854	11	400	902	13	675	33,477	38.83
Hocking	956	246	710	7	301	648	10	474	24,304	41.15
Holmes	954	143	811	5	232	717	7	411	29,416	23.80
Huron	1,730	608	1,122	9	540	1,181	11	844	54,608	20.14
Jackson	1,143	462	681	4	311	828	5	470	30,592	16.34
Jefferson	2,458	1,466	992	8	683	1,767	8	1,029	91,564	8.74
Knox	1,788	547	1,241	5	527	1,256	5	822	46,309	10.80
Lake	6,617	4,942	1,675	12	1,964	4,641	12	3,027	212,801	5.64
Lawrence	1,365	420	945	5	506	854	6	866	63,849	9.40
Licking	4,659	2,047	2,612	20	1,471	3,168	24	2,356	120,981	19.84
Logan	1,657	486	1,171	14	475	1,168	16	756	39,155	40.86
Lorain	7,784	5,205	2,579	34	2,581	5,169	41	4,177	274,909	14.91
Lucas	21,955	19,591	2,364	67	7,302	14,586	72	12,131	471,741	15.26
Madison	1,133	304	829	5	395	733	5	616	33,004	15.15
Mahoning	8,042	3,669	4,373	40	3,341	4,661	42	5,888	289,487	14.51
Marion	1,714	696	1,018	11	648	1,055	15	1,034	67,974	22.07
Medina	3,692	1,289	2,403	9	1,274	2,409	10	2,092	113,150	8.84
Meigs	613	50	563	7	174	432	8	261	23,614	33.88
Mercer	991	358	633	9	286	696	10	468	38,334	26.09
Miami	2,963	1,504	1,459	13	906	2,044	17	1,452	90,381	18.81

Crashes By County cont.

COUNTY	CRASHES TOTAL	URBAN	RURAL	FATAL	INJURY	PROPERTY DAMAGE	INJURIES DEATHS	INJURIES	POPULATION	DEATH RATE*
Monroe	339	68	271	1	115	223	1	169	17,382	5.75
Montgomery	19,420	13,824	5,596	69	6,637	12,714	75	10,603	571,697	13.12
Morgan	418	0	418	5	146	267	6	245	14,241	42.13
Morrow	944	56	888	12	267	665	13	420	26,480	49.09
Muskingum	3,109	1,415	1,694	9	935	2,165	9	1,497	83,340	10.80
Noble	401	0	401	2	93	306	2	141	11,310	17.68
Ottawa	1,340	343	997	13	462	865	15	720	40,076	37.43
Paulding	449	8	441	7	166	276	8	275	21,302	37.56
Perry	824	168	656	6	268	550	8	407	31,032	25.78
Pickaway	1,667	281	1,386	9	556	1,102	12	902	43,662	27.48
Pike	710	150	560	2	201	507	2	340	22,802	8.77
Portage	4,826	2,097	2,729	26	1,727	3,073	29	2,822	135,856	21.35
Preble	1,351	249	1,102	11	429	911	11	673	38,223	28.78
Putnam	716	85	631	8	283	425	10	435	32,991	30.31
Richland	5,016	2,625	2,391	24	1,547	3,445	26	2,341	131,205	19.82
Ross	2,551	793	1,758	17	1,030	1,504	21	1,968	65,004	32.31
Sandusky	2,256	847	1,409	18	675	1,563	24	1,093	63,267	37.93
Scioto	2,358	966	1,392	8	795	1,555	11	1,267	85,545	12.86
Seneca	1,710	872	838	17	525	1,168	20	804	61,901	32.31
Shelby	869	678	191	14	217	638	15	349	43,089	34.81
Stark	12,442	6,278	6,164	47	4,274	8,121	49	6,768	378,823	12.93
Summit	20,375	16,294	4,081	63	6,802	13,510	66	11,141	524,472	12.58
Trumbull	6,716	2,860	3,856	42	2,800	3,874	46	4,886	241,863	19.02
Tuscarawas	2,703	1,176	1,527	14	901	1,788	16	1,405	84,614	18.91
Union	1,094	218	876	12	328	754	14	528	29,536	47.40
Van Wert	892	428	464	7	247	638	8	373	30,458	26.27
Vinton	357	0	357	1	113	243	1	179	11,584	8.63
Warren	3,888	1,196	2,692	34	1,351	2,503	40	2,331	99,276	40.29
Washington	2,040	808	1,232	9	567	1,464	11	872	64,266	17.12
Wayne	3,213	1,120	2,093	23	982	2,208	25	1,525	97,408	25.67
Williams	1,460	369	1,091	9	434	1,017	9	686	36,369	24.75
Wood	3,811	1,653	2,158	26	1,197	2,588	30	1,887	107,372	27.94
Wyandot	710	205	505	7	204	499	7	314	22,651	30.90
TOTAL:	380,401	240,753	139,648	1,588	124,041	254,772	1,772	201,197	10,797,419	16.41

*Deaths per 100,000 population

Malcolm J. Mackey, chairman of the Sandusky High School Driver Education Program, was the recipient of the 1987 Felty Award at the GTSC/ODHS Awards Program. He stands with his wife Carolee Mackey.

Crashes By City Cities over 50,000 Population

CITY NAME	COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES	POPULATION	DEATH RATE
Akron	SUM	10,640	29	3,707	6,904	30	6,251	236,820	12.67
Canton	STA	3,714	6	1,225	2,483	6	1,901	94,632	6.34
Cincinnati	HAM	18,575	31	4,107	14,437	33	5,713	383,058	8.61
Cleveland	CUY	28,147	68	9,695	18,384	77	17,492	572,532	13.45
Cleveland Hts	CUY	1,169	2	602	565	2	1,152	55,563	3.60
Columbus	FRA	27,460	65	8,105	19,290	67	12,036	561,944	11.92
Dayton	MOT	8,454	19	2,714	5,721	20	4,277	193,319	10.35
Elyria	LOR	1,745	2	509	1,234	6	737	57,039	10.52
Euclid	CUY	1,232	6	406	820	6	640	59,896	10.02
Hamilton	BUT	2,463	5	1,015	1,443	5	1,855	62,845	7.96
Kettering	MOT	1,310	5	423	882	5	621	61,223	8.17
Lakewood	CUY	1,186	0	407	779	0	554	61,921	0.00
Lorain	LOR	1,878	4	638	1,236	5	1,040	75,339	6.64
Mansfield	RIC	2,069	4	649	1,416	4	958	53,907	7.42
Parma	CUY	1,786	6	684	1,096	6	1,079	92,578	6.48
Springfield	CLA	2,499	4	977	1,518	4	1,778	72,098	5.55
Toledo	LUC	17,525	39	5,898	11,588	41	9,833	354,265	11.57
Warren	TRU	1,491	1	713	777	1	1,329	55,456	1.80
Youngstown	MAH	3,022	14	1,410	1,598	14	2,687	115,429	12.13

Cities with Population of 25,000 to 49,999

CITY NAME	COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES	POPULATION	DEATH RATE
Barberton	SUM	867	2	305	560	2	499	29,732	6.73
Beavercreek	GRE	894	4	273	617	4	442	31,576	12.67
Bowling Green	WOO	848	0	204	644	0	297	25,745	0.00
Brook Park	CUY	598	2	216	380	2	348	26,195	7.64
Brunswick	MED	340	0	127	213	0	220	27,645	0.00
Cuyahoga Falls	SUM	1,787	4	497	1,286	4	742	43,708	9.15
East Cleveland	CUY	916	7	427	482	7	752	36,694	19.08
Fairborn	GRE	639	0	213	426	0	319	29,747	0.00
Fairfield	BUT	1,230	3	382	845	3	552	30,816	9.74
Findlay	HAN	1,559	1	404	1,154	1	569	35,471	2.82
Garfield Hts	CUY	909	1	289	619	1	423	34,956	2.86
Huber Hts	MOT	962	4	332	626	4	523	35,400	11.30
Kent	POR	857	0	238	619	0	387	26,142	0.00
Lancaster	FAI	1,345	0	386	959	0	610	34,911	0.00
Lima	ALL	2,159	6	578	1,575	7	875	47,352	14.78
Maple Hts	CUY	644	1	212	431	1	394	29,731	3.36
Marion	MAR	696	0	296	400	0	429	37,071	0.00
Massillon	STA	1,057	4	353	700	4	524	30,127	13.28
Mentor	LAK	1,689	1	478	1,210	1	723	41,903	2.39
Middletown	BUT	1,732	5	560	1,167	5	844	43,693	11.44
Newark	LIC	1,517	2	484	1,031	2	783	41,158	4.86
Niles	TRU	575	2	239	334	3	395	25,676	11.68
North Olmsted	CUY	1,019	0	313	706	0	460	36,480	0.00
Norwood	HAM	981	0	220	761	0	282	26,126	0.00
Portsmouth	SCI	822	0	254	568	0	409	25,993	0.00
Sandusky	ERI	1,139	1	300	838	1	433	31,303	3.19
Shaker Hts	DUY	735	0	232	503	0	382	31,225	0.00
South Euclid	CUY	669	0	204	465	0	276	25,721	0.00
Steubenville	JEF	1,169	3	295	871	3	472	26,287	11.41
Stow	SUM	747	3	233	511	5	347	25,299	19.76
Strongsville	CUY	947	5	269	673	5	404	28,525	17.53
Upper Arlington	FRA	593	2	194	397	2	309	35,624	5.61
Zanesville	MUS	1,415	1	389	1,025	1	628	28,600	3.50

Crashes By City Cities with Population of 10,000 to 24,999

CITY NAME	COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES	POPU-LATION	DEATH RATE
Alliance	STA	854	4	288	562	4	469	24,322	16.45
Amherst	LOR	340	3	111	226	4	173	10,620	37.66
Ashland	ASD	631	2	163	466	2	245	20,252	9.88
Ashtabula	ATB	808	4	283	521	4	454	23,344	17.14
Athens	ATH	365	2	106	257	2	156	19,801	10.10
Avon Lake	LOR	222	0	75	147	0	132	13,184	0.00
Bay Village	CUY	166	0	59	107	0	95	17,839	0.00
Bedford	CUY	425	1	136	288	2	222	15,003	13.33
Bedford Hts	CUY	449	0	175	274	0	324	13,187	0.00
Bellefontaine	LOG	486	0	134	352	0	188	11,798	0.00
Berea	CUY	429	1	137	291	1	195	19,636	5.09
Bexley	FRA	404	0	114	290	0	155	13,396	0.00
Brecksville	CUY	172	0	72	100	0	134	10,133	0.00
Broadview Hts	CUY	37	1	2	34	1	5	10,909	9.17
Brooklyn	CUY	263	2	133	128	2	262	12,324	16.23
Bucyrus	CRA	373	1	94	278	1	160	13,410	7.46
Cambridge	GUE	424	1	97	326	1	149	13,450	7.43
Campbell	MAH	207	2	70	135	2	102	11,591	17.25
Centerville	MOT	452	2	154	296	2	245	18,953	10.55
Chillicothe	ROS	793	2	407	384	2	960	23,394	8.55
Circleville	PIC	281	0	74	207	0	129	11,682	0.00
Conneaut	ATB	144	3	68	73	3	120	13,839	21.68
Coshocton	COS	381	0	96	285	0	139	13,418	0.00
Defiance	DEF	769	0	197	572	0	286	16,633	0.00
Delaware	DEL	589	1	156	432	1	211	18,535	5.40
Dover	TUS	425	3	126	296	3	192	11,500	26.09
East Liverpool	COL	403	1	102	300	1	148	16,680	6.00
Eastlake	LAK	445	1	138	306	1	215	21,954	4.55
Englewood	MOT	290	0	81	209	0	133	11,320	0.00
Fairview Park	CUY	290	2	107	181	2	150	19,283	10.37
Forest Park	HAM	399	2	105	292	2	158	18,770	10.66
Fostoria	SEN	367	3	112	252	4	171	15,717	25.45
Franklin	WAR	373	3	117	253	3	217	10,714	28.00
Fremont	SAN	659	0	164	495	0	235	17,887	0.00
Gahanna	FRA	454	0	149	305	0	250	16,083	0.00
Galion	CRA	219	0	79	140	0	118	12,424	0.00
Girard	TRU	271	4	81	186	4	146	12,506	31.98
Greenville	DAR	477	0	109	368	0	157	13,002	0.00
Grove City	FRA	445	0	145	300	0	214	16,688	0.00
Ironton	LAW	387	1	125	261	1	210	14,187	7.05
Lyndhurst	CUY	472	1	153	318	1	226	18,093	5.53
Marietta	WAS	585	1	124	460	2	165	16,462	12.15
Maumee	LUC	657	0	174	483	0	260	15,752	0.00
Mayfield Hts	CUY	564	1	219	344	1	371	21,383	4.68
Medina	MED	583	0	166	417	0	277	15,309	0.00
Miamisburg	MOT	626	3	198	425	3	313	15,327	19.57
Middleburg Hts	CUY	786	1	268	517	1	417	16,228	6.16
Montgomery	HAM	493	2	148	343	2	248	10,071	19.86
Mt. Vernon	KNO	547	0	155	392	0	205	14,362	0.00
New Philadelphia	TUS	556	0	176	380	0	263	16,921	0.00
North Canton	STA	345	0	94	251	0	148	14,101	0.00
N. College Hill	HAM	290	0	99	191	0	163	10,857	0.00
N. Ridgeville	LOR	465	1	154	310	1	220	21,240	4.71
North Royalton	CUY	458	2	179	277	2	292	17,705	11.30
Norton	SUM	398	2	133	263	2	215	12,241	16.34

Crashes By City Cities with Population of 10,000 to 24,999 cont.

CITY NAME	COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES	POPULATION	DEATH RATE
Norwalk	HUR	349	0	82	267	0	115	14,348	0.00
Oregon	LUC	756	4	240	512	4	395	18,682	21.41
Oxford	BUT	388	0	93	295	0	140	17,669	0.00
Painesville	LAK	547	0	150	397	0	217	16,351	0.00
Parma Hts	CUY	502	0	165	337	0	243	23,054	0.00
Perrysburg	WOO	273	1	75	197	1	123	10,196	9.81
Piqua	MIA	627	3	165	459	4	254	20,466	19.54
Ravenna	POR	473	1	196	276	1	337	11,956	8.36
Reading	HAM	381	0	86	295	0	112	12,706	0.00
Reynoldsburg	FRA	615	0	159	456	0	281	20,513	0.00
Richmond Hts	CUY	278	0	92	186	0	153	10,090	0.00
Rocky River	CUY	345	5	122	218	6	194	21,070	28.48
Salem	COL	351	1	112	238	1	166	12,865	7.77
Seven Hills	CUY	168	0	58	110	0	99	13,614	0.00
Sharonville	HAM	956	3	256	697	5	371	10,108	49.47
Sheffield Lake	LOR	98	0	31	67	0	60	10,498	0.00
Sidney	SHE	678	2	167	509	2	251	17,658	11.33
Solon	CUY	527	2	169	356	3	271	13,950	21.51
Struthers	MAH	183	1	69	113	1	100	13,609	7.35
Sylvania	LUC	434	0	147	287	0	223	15,556	0.00
Tallmadge	SUM	490	1	158	331	1	226	15,238	6.56
Tiffin	SEN	573	2	142	429	2	205	19,567	10.22
Troy	MIA	621	0	147	474	0	224	19,008	0.00
University Hts	CUY	No crashes reported						15,369	0.00
Urbana	CHP	386	2	119	265	2	189	10,774	18.56
Van Wert	VAN	397	1	101	295	1	145	10,930	9.15
Vandalia	MOT	274	1	85	188	1	138	13,164	7.60
Vermilion	ERI	251	1	94	156	1	148	11,011	9.08
Wadsworth	MED	319	0	72	247	0	103	15,187	0.00
Warrensville Hts	CUY	250	1	130	119	1	215	16,352	6.12
Washington C.H.	FAY	440	1	111	328	1	156	12,648	7.91
West Carrollton	MOT	441	4	156	281	7	261	13,160	53.19
Westerville	FRA	569	1	177	391	1	277	23,347	4.28
Westlake	CUY	669	2	234	433	2	350	19,475	10.27
Whitehall	FRA	630	1	252	377	1	385	21,295	4.70
Wickliffe	LAK	416	2	128	286	2	185	17,022	11.75
Willoughby	LAK	830	0	229	601	0	332	19,135	0.00
Willowick	LAK	376	1	116	259	1	174	17,669	5.66
Wilmington	CLI	356	0	78	278	0	123	10,422	0.00
Wooster	WAY	854	0	223	631	0	310	19,273	0.00
Worthington	FRA	625	1	173	451	1	258	14,970	6.68
Xenia	GRE	642	1	221	420	1	365	24,712	4.05

Crashes By City Cities with Population of 5,000 to 9,999

CITY NAME	COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES	POPULATION	DEATH RATE
Ada	HAR	98	0	30	68	0	43	5,646	0.00
Aurora	POR	231	2	73	156	2	116	8,174	24.47
Avon	LOR	213	1	90	122	1	154	7,265	13.76
Beachwood	CUY	546	0	193	353	0	326	9,958	0.00
Bellaire	BEL	194	0	52	142	0	89	8,231	0.00
Bellbrook	GRE	49	0	18	31	0	27	5,182	0.00
Bellevue	HUR	209	1	54	154	1	86	8,193	12.21
Belpre	WAS	223	0	49	174	0	77	7,155	0.00
Blue Ash	HAM	548	0	140	408	0	211	9,482	0.00
Bryan	WIL	301	0	71	230	0	98	7,880	0.00
Canfield	MAH	94	0	44	50	0	102	5,530	0.00
Celina	MER	290	0	70	220	0	109	9,127	0.00
Cheviot	HAM	237	0	78	159	0	152	9,878	0.00
Clyde	SAN	149	0	74	75	0	77	5,492	0.00
Cortland	TRU	105	1	25	79	1	43	5,001	20.00
Crestline	CRA	106	0	41	65	0	71	5,404	0.00
Deer Park	HAM	128	0	32	96	0	47	6,630	0.00
Delphos	ALL	176	0	47	129	0	68	7,317	0.00
East Palestine	COL	105	0	29	76	0	36	5,303	0.00
Eaton	PRE	249	0	79	170	0	115	6,830	0.00
Fairlawn	SUM	214	0	71	143	0	137	6,105	0.00
Gallipolis	GAL	255	0	51	204	0	70	5,601	0.00
Geneva	ATB	125	0	43	82	0	66	6,612	0.00
Germantown	MOT	117	1	33	83	1	54	5,022	19.91
Grandview Hts	FRA	165	0	35	130	0	47	7,396	0.00
Greenfield	HIG	162	0	62	100	0	132	5,035	0.00
Harrison	HAM	230	0	64	166	0	119	5,851	0.00
Heath	LIC	368	2	118	248	2	198	6,961	28.73
Highland Hts	CUY	165	1	43	121	1	64	5,732	17.45
Hilliard	FRA	276	0	77	199	0	113	8,067	0.00
Hillsboro	HIG	297	1	76	220	2	116	6,344	31.53
Hubbard	TRU	162	0	65	97	0	114	9,262	0.00
Huron	ERI	167	0	47	120	0	78	7,075	0.00
Independence	CUY	370	3	149	218	3	261	6,612	45.37
Indian Hill	HAM	192	1	68	123	1	107	5,502	18.18
Jackson	JAC	267	0	54	213	0	81	6,670	0.00
Kenton	HAR	278	1	69	208	1	111	8,613	11.61
Kirtland	LAK	177	1	60	116	1	96	5,915	16.91
Lebanon	WAR	314	0	106	208	0	175	9,620	0.00
Lincoln Hts	HAM	64	0	24	40	0	38	5,150	0.00
Logan	HOC	247	0	55	192	0	80	6,557	0.00
London	MAD	231	0	74	157	0	115	6,916	0.00
Louisville	STA	144	1	49	94	1	68	7,839	12.76
Loveland	HAM	116	0	43	73	0	75	9,096	0.00
Macedonia	SUM	265	2	74	189	2	125	6,562	30.48
Madeira	HAM	210	0	61	149	0	71	9,293	0.00
Martins Ferry	BEL	149	0	38	111	0	59	9,260	0.00
Marysville	UNI	218	0	57	161	0	86	7,403	0.00
Mason	WAR	192	1	58	133	1	105	8,696	11.50
Mentor-on-Lake	LAK	83	0	24	59	0	51	7,984	0.00
Milford	CLE	207	0	57	150	0	93	5,206	0.00
Moraine	MOT	498	2	163	333	3	239	5,250	57.14
Mount Healthy	HAM	209	0	64	145	0	89	7,553	0.00
Napoleon	HEN	242	2	54	186	2	81	8,615	23.22
New Carlisle	CLA	83	0	18	65	0	22	6,435	0.00

Crashes By City Cities with Population of 5,000 to 9,999 cont.

CITY NAME	COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES	POPULATION	DEATH RATE
New Lexington	PER	129	0	39	90	0	78	5,174	0.00
Northwood	WOD	310	0	90	220	0	136	5,482	0.00
Oakwood	MOT	113	0	48	65	0	69	9,404	0.00
Oberlin	LOR	93	0	27	66	0	53	8,600	0.00
Olmsted Falls	CUY	124	0	38	86	0	58	5,868	0.00
Orrville	WAY	179	1	56	122	1	75	7,507	13.32
Pepper Pike	CUY	197	0	69	128	0	110	6,175	0.00
Port Clinton	OTT	263	0	75	188	0	115	7,229	0.00
Rittman	WAY	87	0	22	65	0	34	6,066	0.00
Rossford	WOO	146	0	31	115	0	49	5,443	00.0
Sebring	MAH	81	2	29	50	2	57	5,081	39.36
Shelby	RIC	235	1	65	169	1	87	9,643	10.37
Silverton	HAM	184	0	58	126	0	101	6,166	0.00
Springdale	HAM	925	1	349	575	1	608	7,474	13.38
St. Bernard	HAM	286	1	91	194	1	138	5,411	18.48
St. Clairsville	BEL	116	0	34	82	0	59	5,425	0.00
St. Marys	AUG	266	0	66	200	0	104	8,368	0.00
Streetsboro	POR	487	2	171	314	2	298	9,043	22.12
Tipp City	MIA	130	0	37	93	0	51	5,601	0.00
Toronto	JEF	104	0	23	81	0	40	6,738	0.00
Trenton	BUT	77	0	23	54	0	38	6,375	0.00
Trotwood	MOT	160	0	54	106	0	93	7,809	0.00
Twinsburg	SUM	281	0	86	195	0	125	7,627	0.00
Uhrichsville	TUS	119	0	36	83	0	59	6,139	0.00
Union	MOT	9	0	4	5	0	8	5,109	0.00
Upper Sandusky	WAY	176	1	45	130	1	65	5,972	16.74
Wapakoneta	AUG	279	0	68	211	0	101	8,379	0.00
Wauseon	FUL	184	0	46	138	0	72	6,170	0.00
Wellston	JAC	195	0	35	160	0	50	6,028	0.00
Wellsville	COL	89	0	32	57	0	39	5,096	0.00
Willard	HUR	118	0	29	89	0	54	5,666	0.00
Willoughby Hills	LAK	326	0	111	215	0	193	8,481	0.00
Wyoming	HAM	137	0	37	100	0	46	8,247	0.00

Donna James, who runs a deputy registrar office in Gahanna, prepares to take the photo of a motorist who is renewing her license.

Fatal Crashes And Deaths Over The Last Five Years, By County

COUNTY	1987		1986		1985		1984		1983		AVERAGE	
	FC	D	FC	D	FC	D	FC	D	FC	D	FC	D
Adams	13	13	6	7	4	4	12	13	7	8	8	9
Allen	19	21	16	17	13	16	12	14	12	12	14	16
Ashland	15	15	10	11	13	14	7	7	8	8	11	11
Ashtabula	24	26	21	22	28	30	18	18	23	24	23	24
Athens	12	13	7	7	8	8	5	6	9	10	8	9
Auglaize	5	8	12	13	7	8	11	12	7	8	8	10
Belmont	12	14	11	13	7	7	14	15	7	7	10	11
Brown	5	5	8	11	11	12	11	12	5	5	8	9
Butler	38	39	40	51	40	49	24	24	26	26	34	38
Carroll	6	6	3	3	6	6	5	5	2	2	4	4
Champaign	8	9	10	10	8	8	4	6	7	10	7	9
Clark	25	28	19	22	16	17	8	12	20	21	18	20
Clermont	28	32	29	35	21	24	19	21	19	21	23	27
Clinton	6	6	6	6	6	7	9	16	6	6	7	8
Columbiana	28	30	23	23	19	20	14	15	8	10	18	20
Coshocton	7	7	6	10	9	11	9	9	6	7	7	9
Crawford	8	11	10	14	7	8	5	9	3	3	7	9
Cuyahoga	132	145	123	131	148	154	156	172	144	155	141	151
Darke	14	16	11	15	9	10	11	11	14	15	12	13
Defiance	8	9	11	12	5	5	12	13	17	22	11	12
Delaware	16	19	19	22	19	23	10	10	14	15	16	18
Erie	11	12	14	15	16	17	25	27	16	17	16	18
Fairfield	25	33	11	11	12	12	12	16	16	18	15	18
Fayette	10	11	6	6	7	7	7	9	5	6	7	8
Franklin	95	98	85	91	81	86	97	101	90	99	90	95
Fulton	12	15	8	9	5	10	15	17	7	11	9	12
Gallia	4	4	7	8	6	6	7	7	2	2	5	5
Geauga	11	12	16	20	15	15	11	11	10	10	13	14
Greene	16	19	24	30	16	18	19	20	15	16	18	21
Guernsey	13	14	6	7	7	7	13	15	5	5	9	10
Hamilton	74	80	71	75	76	83	67	69	61	62	70	74
Hancock	9	11	22	25	15	15	13	13	9	10	14	15
Hardin	4	4	4	4	8	8	8	8	9	9	7	7
Harrison	1	1	5	5	3	3	7	8	3	3	4	4
Henry	7	9	7	7	14	16	9	10	11	12	10	11
Highland	11	13	8	8	7	7	6	7	5	7	7	8
Hocking	7	10	7	8	5	5	4	4	4	5	5	6
Holmes	5	7	5	6	6	8	5	5	9	10	6	7
Huron	9	11	9	9	7	11	13	15	8	11	9	11
Jackson	4	5	8	8	8	9	6	8	6	6	6	7
Jefferson	8	8	3	3	6	6	7	8	6	6	6	6
Knox	5	5	10	11	7	9	7	7	18	21	9	11
Lake	12	12	19	21	30	34	27	28	26	30	23	25
Lawrence	5	6	5	5	9	9	9	9	10	12	8	8
Licking	20	24	17	19	22	28	20	21	22	24	20	23
Logan	14	16	3	6	10	11	8	10	9	14	9	11
Lorain	34	41	31	35	30	34	34	37	37	40	33	37
Lucas	67	72	68	74	54	62	60	67	47	53	59	66
Madison	5	5	8	9	7	7	9	11	5	6	7	8
Mahoning	40	42	43	47	35	37	32	36	31	35	36	39
Marion	11	15	20	21	9	9	9	9	11	11	12	13
Medina	9	10	18	18	18	18	21	24	20	26	17	19
Meigs	7	8	3	3	2	2	1	1	8	10	4	5
Mercer	9	10	7	8	6	11	10	10	9	11	8	10
Miami	13	17	19	21	15	18	15	17	14	17	15	18

Fatal Crashes And Deaths Over The Last Five Years, By County cont.

COUNTY	1987 FC	1987 D	1986 FC	1986 D	1985 FC	1985 D	1984 FC	1984 D	1983 FC	1983 D	AVERAGE FC	AVERAGE D
Monroe	1	1	6	7	6	7	2	4	3	4	4	5
Montgomery	69	75	67	71	51	61	56	67	61	72	61	69
Morgan	5	6	0	0	2	2	1	1	5	5	3	3
Morrow	12	13	7	8	2	2	7	7	9	11	7	8
Muskingum	9	9	10	17	15	15	13	15	7	7	11	13
Noble	2	2	3	4	2	2	1	1	4	4	2	3
Ottawa	13	15	9	11	11	14	15	15	11	14	12	14
Paulding	7	8	6	7	5	7	12	13	13	14	9	10
Perry	6	8	11	11	4	4	5	6	3	3	6	6
Pickaway	9	12	13	16	11	12	8	9	13	13	11	12
Pike	2	2	4	4	6	8	7	7	7	10	5	6
Portage	26	29	34	35	29	32	27	31	24	27	28	31
Preble	11	11	3	3	8	8	15	17	8	12	9	10
Putnam	8	10	4	6	9	12	8	12	5	6	7	9
Richland	24	26	13	14	23	26	24	26	12	12	19	21
Ross	17	21	10	11	13	17	5	6	11	13	11	14
Sandusky	18	24	14	14	16	20	14	20	13	16	15	19
Scioto	8	11	16	16	8	8	8	8	15	16	11	12
Seneca	17	20	15	17	15	18	10	11	10	13	13	16
Shelby	14	15	13	14	5	6	1	1	6	8	8	9
Stark	47	49	39	47	51	54	39	43	43	45	44	48
Summit	63	66	58	63	70	74	59	63	60	64	62	66
Trumbull	42	46	29	31	27	29	29	32	31	34	32	34
Tuscarawas	14	16	10	11	10	11	14	16	14	14	12	14
Union	12	14	8	10	6	6	12	15	9	11	9	11
Van Wert	7	8	3	3	5	5	4	4	4	4	5	5
Vinton	1	1	2	2	4	4	1	2	0	0	2	2
Warren	34	40	25	28	20	21	14	16	20	21	23	25
Washington	9	11	11	12	5	6	13	19	17	19	11	13
Wayne	23	25	27	30	23	26	20	21	10	12	21	23
Williams	9	9	8	10	10	12	10	12	7	8	9	10
Wood	26	30	22	27	25	33	29	32	27	33	26	31
Wyandot	7	7	5	5	3	3	7	8	9	10	6	7
TOTAL	1,588	1,772	1,503	1,673	1,478	1,644	1,479	1,645	1,419	1,585	1,493	1,664

The Ohio Highway Safety Coalition is a cooperative effort sponsored by the Department, Traffic Safety Now, Inc. and the National Highway Traffic Safety Administration to help its members develop educational and promotional outreach programs on traffic safety. Hundreds of Ohio companies, industries and concerned citizens belong to the coalition.

Jack Murphy, safety director at Ashland Chemical, (left) and Ron Burk, executive director of the Ohio Highway Safety Coalition (right), stand by a sign that reminds employees to wear their safety belts.

Death Tolls And Rates Through The Years 1938-1987

YEAR	DEATH TOLL	DEATH RATE	YEAR	DEATH TOLL	DEATH RATE***
1938	1,922	13.18	1968	2,555	4.84
1939	1,903	12.27	1969	2,778**	4.98
1940	2,070	12.46	1970	2,575	4.60
1941	2,458	13.49	1971	2,381	3.90
1942	1,783	11.31	1972	2,451	3.86
1943	1,331*	10.43	1973	2,385	3.66
1944	1,340	11.01	1974	1,900	3.01
1945	1,545	11.14	1975	1,809	2.82
1946	1,823	9.94	1976	1,930	2.88
1947	1,830	9.14	1977	1,873	2.68
1938-1947	18,005		1968-1977	22,637	
1948	1,856	8.40	1978	2,048	2.84
1949	1,716	7.27	1979	2,281	3.12
1950	1,754	6.98	1980	2,033	2.83
1951	1,778	6.63	1981	1,780	2.48
1952	2,013	7.01	1982	1,618	2.29
1953	2,047	6.67	1983	1,585	2.16
1954	1,883	5.93	1984	1,645	2.19
1955	2,074	6.31	1985	1,644	2.18
1956	2,023	5.85	1986	1,673	2.17
1957	2,053	5.72	1987	1,772	2.24
				(preliminary)	
1948-1957	19,197		1978-1987	18,079	
1958	1,817	4.91	**1938-1987**	**98,628**	
1959	1,853	4.88			
1960	1,907	4.93	10 Year Average		
1961	1,679	4.26	1938-1947		1,801
1962	1,864	4.65	1948-1957		1,920
1963	2,011	4.78	1958-1967		2,071
1964	2,108	4.75	1968-1977		2,264
1965	2,333	4.99	1978-1987		1,808
1966	2,605	5.40	50 Year Average		
1967	2,533	5.09	1938-1987		1,973
1958-1967	20,710				

*Denotes record low
**Denotes record high
***Deaths per 100 million miles traveled

Unsafe speed—it's the leading cause of traffic deaths in Ohio, and the country as a whole. In 1987, unsafe speed was the direct cause of at least 51% of all fatal crashes in Ohio. In all, 854 people lost their lives in 770 speed-related fatal crashes.

People wonder why so many of our State Highway Patrol's resources are devoted to the control of vehicle speeds. The reason is simple: unsafe speed plays a role in almost every fatal crash recorded.

Speed determines the manner of occurrence and the severity of every collision. Speed limits the driver's ability to avoid a collision or diminish the consequences of an unsafe driving act.

Many fatal crashes where the driver error is listed as "left of center" or "failure to yield the right of way" are actually caused by unsafe speeds that produced a series of events resulting in another needless traffic death.

During the debate over raising the speed limits on Ohio's rural interstates to 65 mph, one of this Department's primary concerns was that higher speeds would spill over onto the secondary highway system.

We felt that these higher travel speeds could very well wipe out all the lifesaving benefits we gained with the 55 mph speed limit in 1974.

And those fears have become reality. Traffic deaths and fatal crashes did increase on the rural interstate system and on all other rural highways during the last half of 1987, when the higher speed limit went into effect.

Fatal crashes in the 65 mph zones increased by 110%. Fatal crashes on all of the rural interstates, including those which remained at 55 mph, increased 67%, and on all rural roads by 14%.

Deaths in the 65 mph zones increased by 64%. Deaths on all of the rural interstates, including those which remained at 55 mph, increased 36%, and on all rural roads deaths increased 16%.

The Department of Highway Safety and State Highway Patrol will continue to monitor this trend so that effective solutions to the speed problem can be found before too many people have to bear the consequences of putting time and convenience before public safety.

Sergeant Michael A. King was selected as National Law Officer of the Year by the Forty and Eight veterans' patriotic organization. He received the National Law Officer award in competition with officers from all other states. King was the Patrol's 1986 Trooper of the Year. The Forty and Eight is a "fun and honor society" of American Legionnaires.

Rural Fatal Crash Comparison

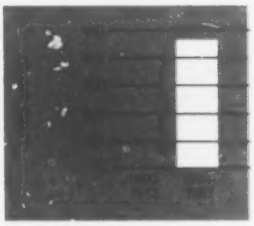
July 15-December 31: 1987 vs. 1986

RURAL FATAL CRASHES	1986	1987	% INCREASE
In 65 zones only	10	**21**	110%
In 55 zones only	11	**14**	27%
Total rural interstates	21	**35**	67%
All rural fatal crashes	480	**549**	14%
RURAL DEATHS			
In 65 zones only	14	**23**	64%
In 55 zones only	14	**15**	7%
Total rural interstates	28	**38**	36%
All rural deaths	536	**620**	16%

Ohio Deaths Before And After The 55 MPH Speed Law

	PRIOR TO 55 MPH 1960-1973	SINCE 55 MPH 1974-1987	LAST FIVE YEARS 1983-1987
Total Deaths	32,165	25,591	8,319
Average Death Toll	2,298	1,828	1,664

During the 14-year period of the 55 MPH law, there were 20% fewer fatalities on Ohio's roads compared to the previous 14-year period. This amounted to 6,574 lives saved overall.



On the average, 470 lives were saved each year thanks to the lower speed limit.

On July 15, 1987, the speed limit was increased to 65 mph on most rural interstates in Ohio. From that date until December 31, 1987 fatal crashes increased on all rural interstates by 67 percent and fatalities increased by 36 percent.

Crashes, Deaths, and Injuries During Holiday Weekends

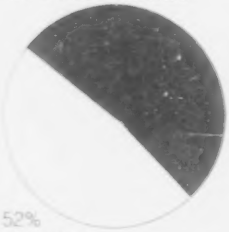
HOLIDAY	YEAR	DAYS*	CRASHES	DEATHS	INJURIES
New Year's	**1986-87**	4¼	**4,411**	**15**	**2,116**
	1985-86	1¼	727	9	407
	1984-85	4¼	3,473	21	1,868
Memorial Day	**1987**	3¼	**2,671**	**31**	**1,723**
	1986	3¼	2,875	25	1,849
	1985	3¼	2,766	28	1,785
Independence Day	**1987**	3¼	**2,911**	**25**	**1,910**
	1986	3¼	2,694	19	1,791
	1985	4¼	3,693	16	2,334
Labor Day	**1987**	3¼	**2,583**	**21**	**1,763**
	1986	3¼	2,833	20	1,837
	1985	3¼	2,543	20	1,601
Thanksgiving	**1987**	4¼	**4,627**	**23**	**2,555**
	1986	4¼	3,654	14	1,851
	1985	4¼	3,960	17	2,053
Christmas	**1987**	3¼	**2,236**	**8**	**1,379**
	1986	4¼	2,896	9	1,518
	1985	1¼	975	2	413
HOLIDAY TOTALS	**1987**	21½	**19,439**	**123**	**11,446**
	1986	19½	15,679	96	9,253
	1985	20½	17,410	104	10,054

1986 data in last year's Facts Book was incorrect. Totals have been corrected.

*"Days" refers to the length of the holiday weekend period, including the hours of 6PM to midnight of the day preceding the holiday.

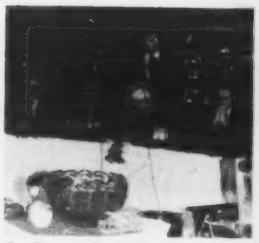
Crash experience during the 1987 holiday weekends shows the following:

14%
of crashes
were alcohol related



52%
of deaths
were alcohol related

22%
of injuries
were alcohol related



In December, the Department unveiled the "Tomorrow" campaign with news conferences in Columbus, Cleveland, Dayton, Toledo and Cincinnati. The campaign focused on promoting nonalcoholic drinks in bars, hotels and restaurants.

Pictured here are Jim Aska, director of the Ohio Hotel & Motel Association; Anne Sutch, president of the Ohio Licensed Beverage Association, Director William M. Denihan; and Colonel Jack Walsh, superintendent of the Ohio Highway Patrol.

Coca-Cola Bottling representatives Owen Segal and Jerry Cooper look on as BMV Assistant Registrar Sally Savage and Director William M. Denihan announce a joint effort to remind employees not to drink and drive on New Year's Eve. Each employee was given a can of Coke on the way home from work.

Deaths And Injuries By Sex

DEATHS

AGE GROUP	TOTAL	MALE	%	FEMALE	%
0-5	43	24	1.9%	19	3.6%
6-10	45	25	2.0%	20	3.8%
11-15	70	47	3.8%	23	4.3%
16-20	333	243	19.5%	90	17.0%
21-25	281	221	17.8%	60	11.3%
26-30	220	167	13.4%	53	10.0%
31-35	169	129	10.4%	40	7.6%
36-40	122	96	7.7%	26	4.9%
41-45	72	51	4.1%	21	4.0%
46-50	48	28	2.3%	20	3.8%
51-55	57	38	3.1%	19	3.6%
56-60	56	38	3.1%	18	3.4%
61-65	59	39	3.1%	20	3.8%
66-70	48	25	2.0%	23	4.3%
71-75	55	29	2.3%	26	4.9%
76 & Over	94	43	3.5%	51	9.6%
Not Stated	0	0	0.0%	0	0.0%
TOTALS	1,772	1,243	100%	529	100%

INJURIES

AGE GROUP	TOTAL	MALE	%	FEMALE	%	NOT STATED
0-5	6,375	3,165	3.0%	3,022	3.3%	188
6-10	6,443	3,344	3.2%	2,924	3.2%	175
11-15	8,833	4,541	4.3%	4,104	4.5%	188
16-20	39,359	21,811	20.6%	17,253	18.8%	295
21-25	30,423	17,390	16.4%	12,838	14.0%	195
26-30	24,310	13,790	13.0%	10,363	11.3%	157
31-35	18,542	9,949	9.4%	8,483	9.2%	110
36-40	14,974	7,624	7.2%	7,269	7.9%	81
41-45	10,341	5,167	4.9%	5,113	5.6%	61
46-50	7,918	3,864	3.6%	4,007	4.4%	47
51-55	6,647	3,287	3.1%	3,315	3.6%	45
56-60	6,274	3,154	3.0%	3,080	3.4%	40
61-65	5,509	2,648	2.5%	2,830	3.1%	31
66-70	4,119	1,945	1.8%	2,151	2.3%	23
71-75	3,075	1,384	1.3%	1,657	1.8%	34
76 & Over	3,269	1,527	1.4%	1,712	1.9%	30
Not Stated	4,786	1,282	1.2%	1,600	1.7%	1,904
TOTALS	201,197	105,872	100%	91,721	100%	3,604

Age Distribution Of Persons Killed

AGE	TOTAL KILLED	% OF TOTAL	DRIVERS KILLED	% OF DRIVERS	PASSENGERS KILLED	% OF PASSENGERS	PEDESTRIANS KILLED	% OF PEDESTRIANS
0-5	43	2.4%	1	0.1%	25	5.2%	17	8.9%
6-10	45	2.5%	10	0.9%	18	3.7%	17	8.9%
11-15	70	4.0%	18	1.6%	43	8.9%	9	4.7%
16-20	333	18.8%	194	17.7%	126	26.1%	13	6.8%
21-25	281	15.9%	186	16.9%	76	15.7%	19	10.0%
26-30	220	12.4%	173	15.7%	36	7.5%	11	5.8%
31-35	169	9.5%	119	10.8%	28	5.8%	22	11.6%
36-40	122	6.9%	101	9.2%	9	1.9%	12	6.3%
41-45	72	4.1%	47	4.3%	16	3.3%	9	4.7%
46-50	48	2.7%	35	3.2%	8	1.7%	5	2.6%
51-55	57	3.2%	40	3.6%	11	2.3%	6	3.2%
56-60	56	3.2%	32	2.9%	13	2.7%	11	5.8%
61-65	59	3.3%	39	3.5%	13	2.7%	7	3.7%
66-70	48	2.7%	27	2.5%	12	2.5%	9	4.7%
71-75	55	3.1%	31	2.8%	15	3.1%	9	4.7%
76 & Over	94	5.3%	46	4.2%	34	7.0%	14	7.4%
Not Stated	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,772	100%	1,099	100%	483	100%	190	100%

Totals include drivers of bicycles, buggies and other non-motor vehicles

Age Distribution Of Persons Injured

AGE	TOTAL INJURED	% OF TOTAL	DRIVERS INJURED	% OF DRIVERS	PASSENGERS INJURED	% OF PASSENGERS	PEDESTRIANS INJURED	% OF PEDESTRIANS
0-5	6,375	3.2%	115	0.1%	5,779	9.6%	481	9.9%
6-10	6,443	3.2%	936	0.7%	4,584	7.6%	923	19.0%
11-15	8,833	4.4%	2,031	1.5%	6,224	10.3%	578	11.9%
16-20	39,359	19.6%	26,048	19.1%	12,819	21.3%	492	10.1%
21-25	30,423	15.1%	23,209	17.1%	6,799	11.3%	415	8.6%
26-30	24,310	12.1%	19,245	14.1%	4,690	7.8%	375	7.7%
31-35	18,542	9.2%	15,033	11.0%	3,236	5.4%	273	5.6%
36-40	14,974	7.4%	12,189	9.0%	2,564	4.3%	221	4.6%
41-45	10,341	5.1%	8,290	6.1%	1,900	3.2%	151	3.1%
46-50	7,918	3.9%	6,196	4.6%	1,603	2.7%	119	2.5%
51-55	6,647	3.3%	5,130	3.8%	1,403	2.3%	114	2.4%
56-60	6,274	3.1%	4,720	3.5%	1,430	2.4%	124	2.6%
61-65	5,509	2.7%	4,031	3.0%	1,363	2.3%	115	2.4%
66-70	4,119	2.0%	2,852	2.1%	1,166	1.9%	101	2.1%
71-75	3,075	1.5%	2,083	1.5%	898	1.5%	94	1.9%
76 & Over	3,269	1.6%	2,064	1.5%	1,094	1.8%	111	2.3%
Not Stated	4,786	2.4%	1,932	1.4%	2,693	4.5%	161	3.3%
TOTAL	201,197	100%	136,104	100%	60,245	100%	4,843	100%

Totals include drivers of bicycles, buggies and other non-motor vehicles

Injuries By Month

MONTH	DEATHS	TOTAL INJURIES	SERIOUS VISIBLE INJURIES	MINOR VISIBLE INJURIES	CLAIMED INJURIES
January	106	14,854	799	5,201	8,854
February	108	12,286	807	4,230	7,249
March	119	14,731	966	5,420	8,345
April	128	15,411	1,080	5,690	8,641
May	171	17,448	1,367	6,861	9,220
June	138	17,929	1,347	7,266	9,316
July	176	17,786	1,299	7,242	9,245
August	212	18,367	1,438	7,363	9,566
September	147	16,777	1,139	6,514	9,124
October	156	19,345	1,311	6,905	11,129
November	147	17,670	1,154	6,062	10,454
December	164	18,593	1,145	6,305	11,145
TOTAL	1,772	201,197	13,852	75,059	112,286

Injuries By Day

DAY	KILLED	%	INJURED	%
Monday	214	12.1%	25,790	12.8%
Tuesday	194	10.9%	27,102	13.5%
Wednesday	189	10.7%	27,286	13.6%
Thursday	234	13.2%	27,610	13.7%
Friday	343	19.4%	35,642	17.7%
Saturday	329	18.6%	32,876	16.3%
Sunday	269	15.2%	24,891	12.4%
TOTAL	1,772	100%	201,197	100%

Recipients of awards for outstanding contributions to traffic safety in official or volunteer capacities are pictured at the 1987 GTSC/ ODHS Awards Program in October. These recipients have done much to help keep our highways safer.

Injuries By Type Of Crash

FIRST HARMFUL EVENT	DEATHS TOTAL	DEATHS % URBAN	DEATHS % RURAL	INJURIES TOTAL	INJURIES % URBAN	INJURIES % RURAL
Head-On	254	17.7%	82.3%	10,310	52.0%	48.0%
Rear-End	82	47.6%	52.4%	53,503	68.9%	31.1%
Backing	2	0.0%	0.0%	2,041	72.3%	27.7%
Sideswipe	36	41.7%	58.3%	11,736	68.7%	31.3%
Angle	362	28.7%	71.3%	66,763	67.1%	32.9%
Subtotal: 2 MV's in Transport	736	27.6%	72.4%	144,353	66.9%	33.1%
Parked MV	35	40.0%	60.0%	4,972	79.3%	20.7%
Pedestrian	178	60.7%	39.3%	5,056	86.0%	14.0%
Animal	6	16.7%	83.3%	1,147	11.3%	88.7%
Train	64	28.1%	71.9%	236	49.2%	50.8%
Pedalcycle	38	47.4%	52.6%	4,084	78.1%	21.9%
Other Non-MV	0	0.0%	0.0%	100	19.0%	81.0%
Fixed Object	615	32.4%	67.6%	34,682	34.2%	65.8%
Other Object	11	36.4%	63.6%	1,001	41.6%	58.4%
Fall From/In Vehicle	18	50.0%	50.0%	566	55.8%	44.2%
Overturning	69	17.4%	82.6%	3,869	21.6%	78.4%
Other Non-Collision	2	0.0%	100.0%	1,131	47.5%	52.5%
Not Stated	0	0.0%	0.0%	0	0.0%	0.0%
Subtotal: 1 MV in Transport	1,036	37.0%	63.0%	56,844	45.2%	54.8%
TOTAL	1,772	33.1%	66.9%	201,197	60.8%	39.2%

Pedestrian Deaths And Injuries Over The Last Five Years

	1987	1986	1985	1984	1983
Pedestrian Deaths	**190**	184	210	200	223
Total Deaths	**1,772**	1,673	1,644	1,645	1,585
Percent of Total	**11%**	11%	13%	12%	14%
Pedestrian Injuries	**4,848**	4,912	4,827	4,852	4,616
Total Injuries	**201,197**	191,964	187,165	176,310	162,478
Percent of Total	**2.4%**	2.5%	2.6%	2.8%	2.8%

Ohio's low pedestrian fatality rate and community-based pedestrian safety program earned the state of Ohio the AAA Award of Excellence, in the annual Pedestrian Protection Program. The City of Kettering received the Grand Award for a city with a population over 50,000.

Drivers In Crashes:
Involvement Of All Licensed Drivers By Age Group

	LICENSED DRIVERS		DRIVERS IN ALL CRASHES				
AGE GROUP	TOTAL	% OF TOTAL	TOTAL	% OF TOTAL	RATIO*	IN FATAL CRASHES	IN INJURY CRASHES
16-20	601,676	8.2%	116,248	17.8%	1 of 5	424	41,002
21-25	802,808	10.9%	102,429	15.6%	1 of 8	405	35,648
26-30	895,022	12.1%	86,969	13.3%	1 of 10	355	29,918
31-35	867,340	11.8%	69,315	10.6%	1 of 13	285	23,837
36-40	794,170	10.8%	57,588	8.8%	1 of 14	216	19,502
41-45	632,803	8.6%	38,904	5.9%	1 of 16	135	13,203
46-50	521,272	7.1%	30,017	4.6%	1 of 17	104	10,069
51-55	461,161	6.2%	25,394	3.9%	1 of 18	93	8,413
56-60	465,721	6.3%	23,914	3.7%	1 of 19	93	7,924
61-65	447,462	6.1%	20,144	3.1%	1 of 22	76	6,839
66-70	366,094	5.0%	14,786	2.3%	1 of 25	51	4,864
71-75	261,609	3.5%	10,441	1.6%	1 of 25	52	3,561
76-Over	261,599	3.5%	10,673	1.6%	1 of 25	66	3,553
TOTALS	7,378,737	100%	654,614	100%	1 of 11	2,479	220,756

Male Drivers In Crashes:
Involvement Of All Licensed Drivers By Age Group

	LICENSED DRIVERS		DRIVERS IN ALL CRASHES				
AGE GROUP	TOTAL	% OF TOTAL	TOTAL	% OF TOTAL	RATIO*	IN FATAL CRASHES	IN INJURY CRASHES
16-20	319,751	4.3%	74,519	11.4%	1 of 4	322	25,687
21-25	413,441	5.6%	65,431	10.0%	1 of 6	331	22,533
26-30	452,517	6.1%	55,426	8.5%	1 of 8	286	18,862
31-35	436,627	5.9%	42,760	6.5%	1 of 10	226	14,348
36-40	397,875	5.4%	34,865	5.3%	1 of 11	168	11,456
41-45	317,655	4.3%	23,774	3.6%	1 of 13	101	7,780
46-50	260,889	3.5%	18,689	2.9%	1 of 14	72	6,021
51-55	234,250	3.2%	16,103	2.5%	1 of 15	75	5,205
56-60	239,423	3.2%	15,709	2.4%	1 of 15	73	5,016
61-65	230,287	3.1%	13,022	2.0%	1 of 18	58	4,321
66-70	187,500	2.5%	9,494	1.5%	1 of 20	33	3,106
71-75	133,630	1.8%	6,458	1.0%	1 of 21	33	2,175
76-Over	137,019	1.9%	6,809	1.0%	1 of 20	41	2,292
TOTALS	3,760,864	51%	389,152	59.4%	1 of 10	1,851	132,018

*Ratio is rounded to the nearest whole number and reflects the rate of involvement in a crash.

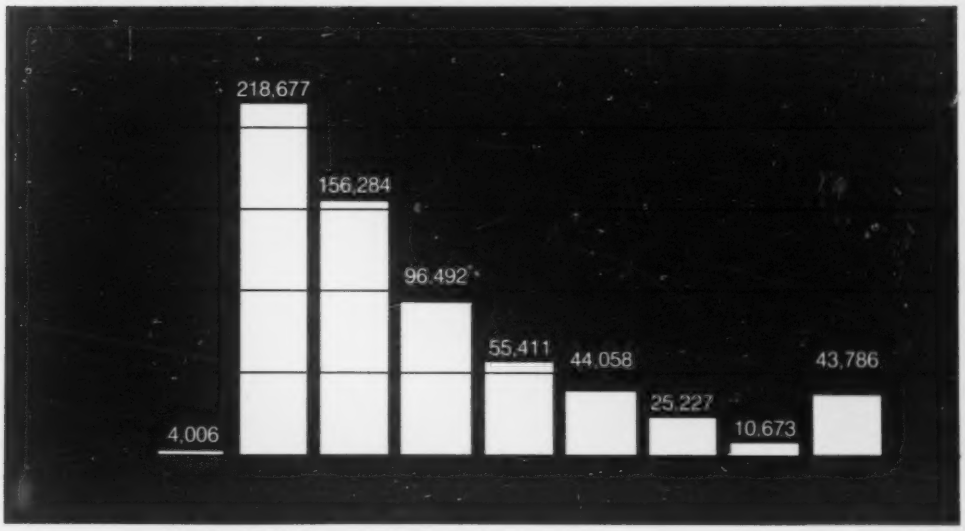
Note: The driver in crash total includes drivers under age 15, and drivers with age not stated such as hit/skip drivers.
Licensed drivers total includes 6 individuals who were licensed to drive before the age of 16.

Female Drivers In Crashes:
Involvement Of All Licensed Drivers By Age Group

	LICENSED DRIVERS		DRIVERS IN ALL CRASHES				
AGE GROUP	TOTAL	% OF TOTAL	TOTAL	% OF TOTAL	RATIO*	IN FATAL CRASHES	IN INJURY CRASHES
16-20	281,925	3.8%	41,533	6.3%	1 of 7	102	15,247
21-25	389,367	5.3%	36,745	5.6%	1 of 11	74	13,028
26-30	442,505	6.0%	31,346	4.8%	1 of 14	69	10,989
31-35	430,713	5.8%	26,382	4.0%	1 of 16	59	9,428
36-40	396,295	5.4%	22,599	3.5%	1 of 18	48	7,996
41-45	315,148	4.3%	15,056	2.3%	1 of 21	34	5,401
46-50	260,383	3.5%	11,264	1.7%	1 of 23	32	4,022
51-55	226,911	3.1%	9,248	1.4%	1 of 25	18	3,193
56-60	226,298	3.1%	8,151	1.2%	1 of 28	20	2,892
61-65	217,175	2.9%	7,092	1.1%	1 of 31	18	2,509
66-70	178,594	2.4%	5,268	0.8%	1 of 34	18	1,748
71-75	127,979	1.7%	3,962	0.6%	1 of 32	19	1,374
76-Over	124,580	1.7%	3,839	0.6%	1 of 32	25	1,249
TOTALS	3,617,873	49%	225,021	34.4%	1 of 16	546	80,338

*Ratio is rounded to the nearest whole number and reflects the rate of involvement in a crash.
Note: The driver in crash total includes drivers under age 15, and drivers with age not stated such as hit/skip drivers.

Drivers In Crashes By Age Group



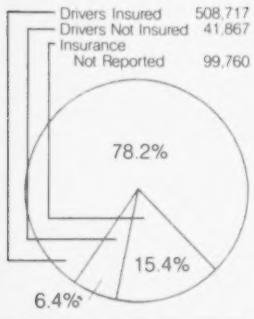
Drivers In All Crashes By Age And Vehicle Type

AGE	PASSENGER CARS	TRUCKS	MOTOR-CYCLES	ALL OTHER VEHICLES	TOTAL
15-Under	737	102	179	2,988	4,006
16-20	102,011	11,713	1,346	1,178	116,248
21-25	82,330	17,198	1,682	1,219	102,429
26-30	65,831	18,371	1,280	1,487	86,969
31-35	51,061	15,992	803	1,459	69,315
36-40	42,775	12,948	520	1,345	57,588
41-45	28,785	8,800	305	1,014	38,904
46-50	22,157	6,907	197	756	30,017
51-55	18,987	5,660	96	651	25,394
56-60	18,385	4,951	76	502	23,914
61-65	16,541	3,215	40	348	20,144
66-70	12,895	1,712	15	164	14,786
71-75	9,495	815	12	119	10,441
76-Over	10,059	527	4	83	10,673
Not Stated	21,970	7,134	169	14,513	43,786
TOTAL	504,019	116,045	6,724	27,826	654,614

Drivers In Fatal Crashes By Age And Vehicle Type

AGE	PASSENGER CAR	TRUCKS	MOTOR-CYCLES	ALL OTHER VEHICLES	TOTAL
15-Under	3	0	2	29	34
16-20	347	39	30	8	424
21-25	259	88	56	2	405
26-30	200	104	45	6	355
31-35	168	85	28	4	285
36-40	131	66	17	2	216
41-45	73	50	9	3	135
46-50	61	37	5	1	104
51-55	54	30	4	5	93
56-60	55	34	1	3	93
61-65	57	15	2	2	76
66-70	41	8	0	2	51
71-75	45	7	0	0	52
76-Over	62	1	0	3	66
Not Stated	22	10	0	58	90
TOTAL	1,578	574	199	128	2,479

Uninsured Drivers In Crashes



Drivers Not Insured	Male	Female
TOTAL	29,282	11,797

Insurance figures are based upon information reported by police on state traffic crash reports.

Excludes drivers where sex not stated, and drivers of non-motor vehicles, such as bicycles, animal and rider, or animal and buggy.

Uninsured Drivers At Fault

DRIVER AGE	UNINSURED DRIVERS	DRIVER AT FAULT	% AT FAULT
15 & Under	370	181	48.9%
16-20	8,455	4,436	52.5%
21-25	10,466	5,011	47.9%
26-30	7,925	3,745	47.3%
31-35	4,942	2,446	49.5%
36-40	3,058	1,675	54.8%
41-45	1,688	1,051	62.3%
46-50	1,231	749	60.8%
51-55	866	596	68.8%
56-60	704	489	69.5%
61-65	517	384	74.3%
66-70	295	247	83.7%
71-75	188	160	85.1%
76 & Over	173	122	70.5%
Not Stated	989	621	62.8%
TOTAL	41,867	21,913	52.3%

Jeane' Furber, director the NorthCoast Road Safety Campaign, was named president-elect of the International Safety Council.

Driver Conviction Totals For Offenses Committed In 1987

RANK	VIOLATIONS	# OF CONVICTIONS	% OF TOTAL
1	Speed	721,628	57.0%
2	Traffic Control Lights	70,769	5.6%
3	Driving Under The Influence Of Alcohol	54,511	4.3%
4	Stop Signs	46,048	3.6%
5	Failure To Yield Right-Of-Way	43,117	3.4%
6	Assured Clear Distance	41,135	3.2%
7	No Driver's License	34,757	2.7%
8	Failure To Control	32,380	2.6%
9	Violation Of Registration/Title	23,947	1.9%
10	Improper/Prohibited Turn	21,911	1.7%
11	Violation Of Traffic Control Device/Sign	20,567	1.6%
12	Violation Of Traffic Lanes/Lines	20,284	1.6%
13	Reckless Operation	17,416	1.4%
14	Driving Under Suspension/Revocation	16,455	1.3%
15	Violation Starting/Backing	11,115	0.9%
	All Other Violations	90,389	7.1%
TOTAL	CONVICTIONS	1,266,429	100%

Types Of Vehicles Involved In Crashes

VEHICLE TYPES	IN ALL CRASHES	%	IN FATAL CRASHES	%	DEATHS	INJURIES
Subcompact	42,345	6.1%	180	7.1%	143	14,373
Compact	151,488	21.8%	455	17.9%	357	48,252
Mid-Size	183,349	26.4%	532	20.9%	383	53,510
Full-Size	159,193	22.9%	442	17.4%	247	42,766
Car—Subtotal	536,375	77.2%	1,609	63.3%	1,130	158,901
Pick-Up Truck	65,939	9.5%	258	10.1%	131	14,973
Panel Truck	28,089	4.0%	90	3.5%	34	6,087
Straight Truck	11,815	1.7%	76	3.0%	13	1,469
Straight Truck w/Trailer	1,673	0.2%	7	0.3%	0	183
Truck Tractor	955	0.1%	8	0.3%	0	139
Tractor Semi-Trailer	14,263	2.1%	155	6.1%	27	1,551
Tractor Double Trailer	299	.0%	7	0.3%	2	49
Truck—Subtotal	123,033	17.7%	601	23.6%	207	24,451
Motorcycle—Up To 350cc	933	0.1%	15	0.6%	15	856
Motorcycle—Up To 750cc	3,709	0.5%	101	4.0%	98	3,413
Motorcycle—Over 750cc	2,198	0.3%	83	3.3%	83	2,017
Motorcycle—Subtotal	6,840	1.0%	199	7.8%	196	6,286
Police Vehicle	1,138	0.2%	2	0.1%	0	345
Fire Truck	271	.0%	1	.0%	1	59
Ambulance/Rescue Vehicle	341	.0%	0	0.0%	0	120
Public Safety Vehicle—Subtotal	1,750	0.3%	3	0.1%	1	524
Public Bus	1,232	0.2%	1	.0%	0	343
Taxi	227	.0%	0	0.0%	0	57
Train	392	0.1%	50	2.0%	0	30
Public Transportation—Subtotal	1,851	0.3%	51	2.0%	0	430
School Bus	1,836	0.3%	4	0.2%	0	339
Church Bus	126	.0%	1	.0%	0	21
Motor Home	566	0.1%	3	0.1%	0	97
Farm Vehicle	423	0.1%	5	0.2%	3	65
Farm Equipment	169	.0%	1	.0%	0	29
Snowmobile	16	.0%	0	0.0%	0	11
Construction Equipment	479	0.1%	6	0.2%	0	32
Motorized Bicycle (Moped)	425	0.1%	4	0.2%	4	360
Other Motor Vehicle	1,954	0.3%	4	0.2%	2	313
Other Motor Vehicles—Subtotal	5,994	0.9%	28	1.1%	9	1,267
Bicycle	4,136	0.6%	40	1.6%	38	3,801
Animal w/Rider	9	.0%	0	0.0%	0	6
Animal w/Buggy	128	.0%	0	0.0%	0	88
Non-Motor Vehicles—Subtotal	4,273	0.6%	40	1.6%	38	3,895
TOTAL (ALL VEHICLE TYPES)	694,890	100%	2,542	100%	1,582	196,349

*Totals include vehicles not stated, such as hit/skip.

Age of Passenger Car Occupants Killed Or Injured

AGE GROUP	KILLED	%	INJURED	%
0-5	24	2.1%	5,148	3.2%
6-10	16	1.4%	3,964	2.5%
11-15	40	3.5%	5,432	3.4%
16-20	257	22.7%	33,377	21.0%
21-25	177	15.7%	24,133	15.2%
26-30	127	11.2%	18,723	11.8%
31-35	91	8.1%	14,162	8.9%
36-40	69	6.1%	11,587	7.3%
41-45	40	3.5%	8,140	5.1%
46-50	32	2.8%	6,233	3.9%
51-55	37	3.3%	5,306	3.3%
56-60	33	2.9%	5,082	3.2%
61-65	39	3.5%	4,701	3.0%
66-70	34	3.0%	3,635	2.3%
71-75	40	3.5%	2,745	1.7%
76 & OVER	74	6.5%	2,975	1.9%
Not Stated	0	0.0%	3,558	2.2%
TOTAL	1,130	100%	158,901	100%

Passenger Car Deaths And Injuries By Position In Vehicles

POSITION	KILLED	%	INJURED	%	NOT INJURED	%
Front Left	731	65.0	107,605	68.0	395,683	76.6
Front Center	13	1.2	1,798	1.1	2,889	0.6
Front Right	261	23.1	34,178	21.5	54,019	10.5
Back Left	54	4.8	5,483	3.5	11,503	2.2
Back Center	14	1.2	2,276	1.4	4,778	0.9
Back Right	51	4.5	6,907	4.3	14,777	2.9
Other	6	0.3	654	0.4	33,061	6.4
TOTALS	1,130	100%	158,901	100%	516,710	100%

More than seven million commercial vehicles were weighed in Ohio in 1987 and nearly 31,000 arrests were made for height, weight, and size violations.

1986 was a very good year for highway safety with regard to crashes involving a semi-truck, and 1987 was, in general, very similar to 1986. It is encouraging that the small percentage increase in the total number of semi-truck crashes (+ .4%) was again smaller than the percentage increase in statewide crashes involving all types of vehicles.

Although the total number of injury-producing semi-truck crashes was up slightly less than three percent compared to 1986, a closer look at the police reports of semi-truck crashes in which someone was killed or injured revealed that fewer semi-truck drivers were recorded as having been at fault in 1987 than in 1986. In fact, during 1987, semi-truck drivers caused the lowest number of serious injury-producing crashes in at least six years.

In 1986, 238 semi-truck drivers caused a death or an incapacitating injury, but this number was reduced by six percent to 223 drivers in 1987. In addition, there were about 50 fewer property damage crashes involving a semi-truck in 1987 than in 1986.

New areas of research in heavy truck-highway safety include investigations in the role of driver fatigue, excessive speed, and icy road conditions as causative factors in serious injury crashes.

Tractor-Trailer Truck Crashes

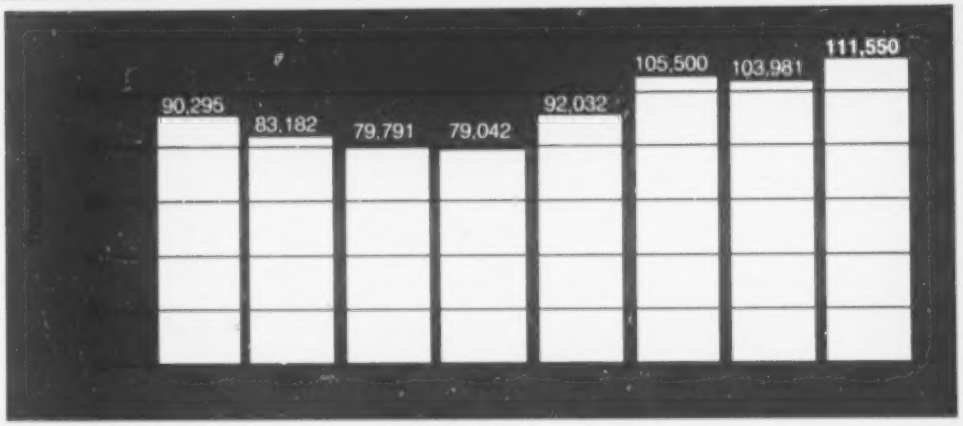
CRASH SEVERITY	CRASHES	CRASHES CAUSED BY TRUCK DRIVERS	%
Fatal Crashes	161	49	30%
Injury Crashes	3,743	2,214	59%
Property Damage Crashes	10,977	7,655	70%
Total Crashes	14,881	9,918	67%
Tractor-Trailer Occupant Deaths	29	28	97%
Other Deaths*	161	31	19%
Total Deaths	190	59	31%
Tractor-Trailer Occupant Injuries	1,739	1,415	81%
Other Injuries*	3,919	1,801	46%
Total Injuries	5,658	3,216	57%

*Other deaths and injuries includes occupants in vehicles other than tractor-trailers, and pedestrians

Crashes, Deaths, And Injuries By Truck Driver At Fault

CRASH SEVERITY	CRASHES	CRASHES CAUSED BY TRUCK DRIVERS	%
Fatal Crashes	541	259	48%
Injury Crashes	31,526	18,230	58%
Property Damage Crashes	79,483	45,492	57%
TOTAL CRASHES	111,550	63,981	57%
Deaths	616	288	47%
Injuries	51,873	28,738	55%

Crashes Involving Trucks: 1980-1987



The Public Utilities Commission of Ohio (PUCO) and the Ohio Highway Patrol held joint inspections of big trucks during a four-month pilot project. The Patrol and PUCO joined forces because they each have separate authorities to inspect trucks. The Motor Carrier Advisory Committee implemented the project as well as many of the other 50 recommendations it submitted to the Governor in 1986.

Restraint Use Of Passenger Car/Truck Occupants By Age

	KILLED				INJURED			
AGE	USED	NOT USED	NA/ NS	% USED	USED	NOT USED	NA/ NS	% USED
0-5	9	16	0	36%	3,906	1,277	535	68%
6-10	2	15	1	11%	2,381	1,540	548	53%
11-15	7	35	2	16%	2,791	2,584	789	45%
16-20	29	241	12	10%	19,876	13,082	3,736	54%
21-25	28	173	7	13%	16,957	7,914	3,088	61%
26-30	22	129	8	14%	14,236	5,611	2,467	64%
31-35	12	104	4	10%	11,464	3,814	1,844	67%
36-40	16	69	4	18%	9,815	2,813	1,318	70%
41-45	10	44	1	18%	6,871	1,900	944	71%
46-50	9	29	0	24%	5,339	1,425	743	71%
51-55	9	38	0	19%	4,648	1,121	572	73%
56-60	11	31	1	26%	4,414	992	581	74%
61-65	14	31	3	29%	3,938	882	472	74%
66-70	19	17	2	50%	2,930	645	390	74%
71-75	17	27	2	37%	2,173	497	263	74%
76 & Over	30	43	4	39%	2,191	615	310	70%
Not Stated	0	0	0	0%	1,622	823	1,665	39%
TOTAL	244	1,042	51	18%	115,552	47,535	20,265	63%

NA/NS = Not Available/Not Stated

Restraint Use Of Passenger Car/Truck Occupants By Sex

PASSENGER CAR/ TRUCK OCCUPANTS		MALE	FEMALE	NOT STATED	TOTAL
Killed	Used	127	117	0	244
	Not used	725	317	0	1,042
	Not available/not stated	42	9	0	51
	TOTAL	894	443	0	1,337
Injured	Used	56,063	58,358	1,131	115,552
	Not used	25,903	20,992	640	47,535
	Not available/not stated	10,985	8,174	1,106	20,265
	TOTAL	92,951	87,524	2,877	183,352
Not Injured	Used	266,127	173,567	3,580	443,274
	Not used	49,713	29,232	1,859	80,804
	Not available/not stated	35,604	17,211	61,694	114,509
	TOTAL	351,444	220,010	67,133	638,587
Total	Used	322,317	232,042	4,711	559,070
	Not used	76,341	50,541	2,499	129,381
	Not available/not stated	46,631	25,394	62,800	134,825
	TOTAL	445,289	307,977	70,010	823,276
Percent of Total	Used	72%	75%	7%	68%
	Not used	17%	16%	4%	16%
	Not available/not stated	10%	8%	90%	16%
	TOTAL	100%	100%	100%	100%

Child Safety Seat Use In Crashes

INJURY SEVERITY	AGE	TOTAL KIDS	RESTRAINTS USED	% USED
Killed	1	9	5	56%
	2	4	1	25%
	3	5	2	40%
Total	1-3	18	8	44%
Injured	1	1,639	1,267	77%
	2	978	662	68%
	3	1,047	703	67%
Total	1-3	3,664	2,632	72%
Not Injured	1	4,168	3,735	90%
	2	2,491	2,102	84%
	3	2,426	2,013	83%
Total	1-3	9,085	7,850	86%
All Occupants	1	5,816	5,007	86%
	2	3,473	2,765	80%
	3	3,478	2,718	78%
TOTAL	1-3	12,767	10,490	82%

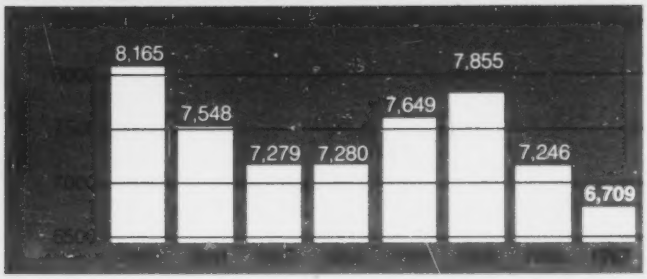
Passenger Car/Truck Occupants Ejected In Crashes

	TOTALLY EJECTED	%	PARTIALLY EJECTED	%	TOTAL	%
IN ALL CRASHES						
Killed	285	11%	98	11%	383	11%
Injured	1,941	78%	700	76%	2,641	77%
Not Injured	270	11%	123	13%	393	12%
TOTALS	2,496	100%	921	100%	3,417	100%
IN FATAL CRASHES						
Killed	285	69%	98	78%	383	71%
Injured	131	31%	28	22%	159	29%
TOTALS	416	100%	126	100%	542	100%

Director Denihan was reminded of the honesty kids have at a day care center during a Capital-for-a-Day in Bedford.

Director Denihan was preparing the pre-schoolers for the arrival of Governor Celeste by having them shout "buckle up." Afterwards he approached two boys and asked them what they were going to say when the Governor came in. The first boy replied, "I'm goin' to get a cookie." The second boy said, "I'm following him."

Crashes, Deaths And Injuries Involving Motorcycles 1980-1987



YEAR	DEATHS	INJURIES
1980	228	7,480
1981	199	6,853
1982	189	7,008
1983	180	7,01[illegible]
1984	212	7,256
1985	204	7,483
1986	211	6,862
1987	**196**	**6,286**

Age Groups Of Motorcyclists Killed Or Injured

AGE GROUP	KILLED	% OF TOTAL	INJURED	% OF TOTAL
0-15	1	0.5%	281	4.5%
16-20	30	15.3%	1,359	21.6%
21-25	54	27.6%	1,546	24.6%
26-30	45	23.0%	1,159	18.4%
31-Older	66	33.7%	1,875	29.8%
Not Stated	0	0.0%	66	1.0%
TOTAL	196	100%	6,286	100%

Helmet Use Of Motorcyclists Killed Or Injured

HELMET USE	TOTAL	KILLED	% OF TOTAL	INJURED	% OF TOTAL	NOT INJURED	% OF TOTAL
Full Cover	1,354	17	8.7%	1,133	18.0%	204	14.9%
Full Face Cover	888	15	7.7%	724	11.5%	149	10.9%
Other Type Helmet	103	1	0.5%	81	1.3%	21	1.5%
TOTAL HELMET USED	2,345	33	16.8%	1,938	30.8%	374	27.3%
Helmet Not Used	3,810	161	82.1%	3,188	50.7%	461	33.7%
Helmet Not Stated	1,695	2	1.0%	1,160	18.5%	533	39.0%
TOTAL	7,850	196	100%	6,286	100%	1,368	100%

Single Vs. Multi-Vehicle Motorcycle Crashes

*Note: 56% of multi-vehicle crashes were angle crashes.

Persons At Fault In Single Vehicle Motorcycle Crashes

AT FAULT	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE CRASHES	PERCENT
DRIVER:				
Motorcycle Drivers	102	2,096	158	81.5%
Non-Motorcycle Driver	3	199	103	10.5%
Fault Not Determined	0	64	12	2.6%
NON-DRIVER:				
Pedestrian	2	42	2	1.6%
Animal	1	97	11	3.8%
TOTALS	108	2,498	286	100%

Persons At Fault In Multi-Vehicle Motorcycle Crashes

AT FAULT	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE CRASHES	PERCENT
DRIVER:				
Motorcycle Driver	37	1,141	296	38.6%
Non-Motorcycle Driver	48	1,700	324	54.3%
Fault Not Determined	1	218	47	7.0%
NON-DRIVER:				
Pedestrian	0	1	0	0.03%
Animal	0	2	1	0.08%
TOTALS	86	3,062	668	100%

Several Department employees received recognition for their outstanding performance at the ODHS Employees Recognition ceremony. These three employees received Outstanding Distinguished Service awards: Marsha Moore (Administration), Tpr. Michael King (OSHP) and Vicki Smith (BMV). Other employee awards: Public Relations:
—Wendy Schweiger (Admin.)
—Susan M. Clayman (OSHP)
Civic Involvement:
—Kevin Winters (Admin.)
—Clarence Lumpkin (BMV)
—Sgt. Stanley Ford (OSHP)
Personal Achievement:
—Lt. Darryl Anderson (OSHP)
Office/Clerical:
—Colleen T. Boyd (Admin.)
—Betty P. McCumber (BMV)
—Mary Beth Lambert (OSHP)
Technician:
—Kathy L. Herndon (Admin.)
—Dolores R. Miller (OSHP)
Maintenance/Support Services:
—Ronald L. Dick (Admin.)
—Edwin M. Murphy (OSHP)
Supervisor:
—Jill Berington (Admin.)
—Jo Ann P. Dyer (BMV)
—Christopher A. Tossell (OSHP)

Crashes Involving Mopeds: 1980-1987

YEAR	CRASHES	DEATHS	INJURIES
1980	673	4	594
1981	735	4	628
1982	1,093	12	1,074
1983	1,238	6	1,185
1984	877	5	818
1985	688	4	619
1986	509	5	440
1987	**421**	**4**	**360**

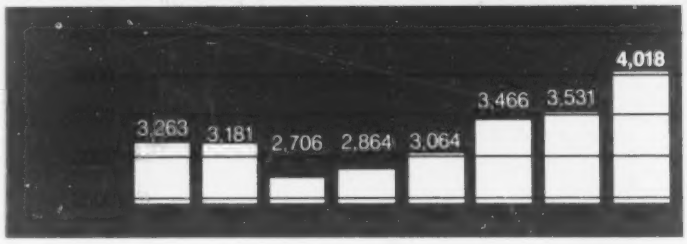
Note: Stronger moped laws went into effect in 1984 and 1985, resulting in major decreases in the number of moped crashes recorded.

Age of Moped Riders Killed Or Injured

AGE GROUP	KILLED	INJURED	KILLED & INJURED	% OF TOTAL
0-15	2	222	224	62%
16-20	0	59	59	16%
21-Over	2	73	75	21%
Not Stated	0	6	6	2%
TOTAL	4	360	364	100%

Note: 142 or 39% of the 364 riders killed or injured were known to have been wearing a helmet.

Crashes Involving Bicycles: 1980-1987



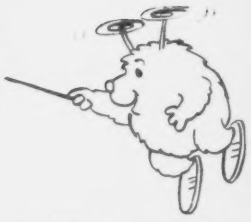
Bicycle Injuries By Population Area

AREA	KILLED	INJURED
Cities Over 50,000 Population	9	1,516
Cities of 25,000 to 50,000 Population	2	505
Cities of 10,000 to 25,000 Population	6	625
Cities of 5,000 to 10,000 Population	1	214
Cities of 2,500 to 5,000 Population	0	103
Villages Under 2,500 Population	1	110
Other Rural Roads	19	728
TOTAL	38	3,801

Bicycle Injuries By Light Conditions

AGE GROUP	TOTAL KILLED	DAY	NIGHT	TOTAL INJURED	DAY	NIGHT
0-5	1	1	0	107	98	9
6-10	9	9	0	916	804	110
11-15	15	9	6	1,464	1,244	220
16-20	6	4	2	521	372	147
21-Over	7	4	3	687	520	167
Not Stated	0	0	0	106	86	19
TOTALS	38	27	11	3,801	3,124	672

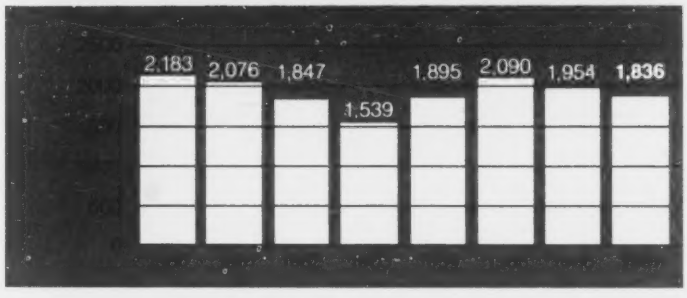
Note: Totals include "not stated" category



FOYOBS are imaginary characters who serve as guardian angels to young children who are biking for the first time.

These characters were introduced by the Ohio Department of Highway Safety and the Ohio Department of Transportation to help children learn about bike safety. FOYOBS is derived from For Your Bicycle Safety.

Crashes Involving School Buses: 1980-1987



Crashes, Deaths, And Injuries Involving School Buses

Fatal Crashes	4
Injury Crashes	402
Property Damage Crashes	1,430
TOTAL CRASHES	1,836

	Deaths:	Injuries:
A) Passengers of School Bus	0	339
B) Other Drivers, Passengers, and Pedestrians	4	385

Note: There have been no fatalities inside a school bus for 20 years.

Note: 66 of the 1,836 crashes (3.6%) occurred in a school zone.

Patrol personnel made 37,904 school bus inspections throughout Ohio in 1987.

Julius "Dr. J." Erving, former pro basketball great, gave the keynote address at the 1987 GTSC Awards Luncheon held in October.

Motor Vehicle-Train Crashes By Population Area

CRASH SEVERITY	TOTAL	URBAN	% URBAN	RURAL	% RURAL
Fatal	51	13	25%	38	75%
Injury	155	78	50%	77	50%
Property Damage	173	92	53%	81	47%
TOTAL	379	183	48%	196	52%
Deaths	64	18	28%	46	72%
Injuries	236	116	49%	120	51%

Motor Vehicle-Train Crashes By Time

HOUR BEGINNING	TOTAL CRASHES	FATAL CRASHES	HOUR BEGINNING	TOTAL CRASHES	FATAL CRASHES
Midnight	1	1	Noon	12	2
1-AM	21	2	1-PM	21	3
2-AM	12	5	2-PM	23	2
3-AM	17	0	3-PM	20	0
4-AM	11	0	4-PM	15	1
5-AM	3	2	5-PM	15	1
6-AM	9	1	6-PM	13	2
7-AM	18	3	7-PM	25	4
8-AM	18	2	8-PM	15	4
9-AM	8	1	9-PM	18	4
10-AM	17	0	10-PM	24	6
11-AM	11	0	11-PM	17	3
			Not Stated	15	2
			TOTALS	379	51

Railroad Grade Protection In Motor Vehicle-Train Crashes

PROTECTION TYPE	CRASHES		INJURIES	
	TOTAL	FATAL	KILLED	INJURED
RR Crossbuck	183	27	33	110
RR Flashers	104	15	18	68
RR Gates	33	5	8	13
Not Stated	59	4	5	45
TOTAL	379	51	64	236

Note: Ohio leads the nation in grade crossing fatalities.

Alcohol Involvement in Crashes

Analysis: Drunk Driving Law

The phrase "don't drink and drive" is fast becoming an often-heard warning in today's society. With each passing year, it's less and less acceptable to get involved with this dangerous combination.

Although drinking drivers are only 6% of the total number of drivers involved in crashes, the damage done by drivers under the influence is often devastating.

Since 1980, there has been a total of 310,950 alcohol-related crashes in Ohio. These crashes resulted in 5,994 deaths, 237,054 injuries, and an economic loss estimated in excess of $2 billion.

In 1987, Ohio experienced small reductions from the previous year in the number of alcohol-related crashes (− 4%), alcohol-related deaths (− 2%), and injuries (− 3%). Although small, these reductions are significant because overall numbers in those categories increased three, six and five percent, respectively.

Drinking drivers are usually, but not always, the drivers at fault. In crashes identifying the drinking driver as having caused the incident, 86% of the persons killed and 70% of the persons injured were either drivers or passengers in the "at fault" vehicles.

Typically, a drinking driver is between the ages of 18 and 35 (68%), and 79% are males. In fatal crashes, 88% of the drivers are male. More than three-fourths of the drinking drivers were driving between 6 PM and 6 AM, and half of them were driving on Friday, Saturday or Sunday.

Blood alcohol concentrations, or BACs, have been collected on 2,111 or 70% of 3,022 drinking drivers at fault in fatal crashes over the last five years. The table on page 69 shows BAC results by age group from 1983-87, and reveals that 84% of the drinking drivers at fault tested at the legal limit of 0.10% or higher (1,769 of 2,111). Interestingly, as the age increased so did the percentage of drivers who tested double the legal limit or higher.

Governor Richard F. Celeste and First Lady Dagmar Celeste proudly display their MADD lifetime membership plaque. The Celeste family members were presented the award by State MADD Coordinator Dorothy Taylor and Director William M. Denihan in appreciation of their ongoing support of drunk driving issues and recovery services programs in Ohio.

Mothers Against Drunk Driving has created a social consciousness in the fight against drunken driving.

Alcohol Related Crashes, Deaths, And Injuries

YEAR	CRASHES	DEATHS	INJURIES
1980	39,447	731	28,978
1981	39,983	691	29,766
1982	44,185	672	32,032
1983	37,593	732	28,782
1984	38,329	818	29,030
1985	36,928	746	28,150
1986	38,052	809	30,577
1987	**36,433**	**795**	**29,739**

Alcohol Related Crashes, Deaths, And Injuries By Month

MONTH	CRASHES	% OF CRASHES	DEATHS	% OF DEATHS	INJURIES	% OF INJURIES
January	2,986	8%	45	6%	2,165	7%
February	2,548	7%	47	6%	1,983	7%
March	2,875	8%	55	7%	2,242	8%
April	2,842	8%	63	8%	2,252	8%
May	3,001	8%	93	12%	2,445	8%
June	2,903	8%	56	7%	2,527	8%
July	2,912	8%	67	8%	2,452	8%
August	3,161	9%	95	12%	2,783	9%
September	3,018	8%	77	10%	2,575	9%
October	3,595	10%	75	9%	3,042	10%
November	3,184	9%	63	8%	2,614	9%
December	3,408	9%	59	7%	2,659	9%
TOTAL	36,433	100%	795	100%	29,739	100%

Alcohol Related Crashes, By County

COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES
Adams	104	6	57	41	6	114
Allen	359	11	177	171	12	274
Ashland	181	4	88	89	4	141
Ashtabula	417	7	213	197	7	317
Athens	198	5	95	98	6	156
Auglaize	128	1	69	58	4	98
Belmont	286	4	155	127	6	218
Brown	155	3	72	80	3	118
Butler	1,013	17	500	496	18	807
Carroll	85	0	62	23	0	93
Champaign	119	3	58	58	3	91
Clark	677	12	359	306	14	614
Clermont	617	13	307	297	13	493
Clinton	150	5	69	76	5	115
Columbiana	341	9	188	144	10	284
Coshocton	92	2	46	44	2	76
Crawford	136	1	69	66	1	97
Cuyahoga	4,389	70	2,168	2,151	78	3,827
Darke	153	4	70	79	4	121
Defiance	164	3	96	65	3	149
Delaware	225	8	127	90	9	227
Erie	333	5	164	164	6	252
Fairfield	270	8	126	136	12	192
Fayette	149	5	75	69	6	122
Franklin	3,005	37	1,380	1,588	39	2,153
Fulton	141	6	78	57	9	132
Gallia	103	1	53	49	1	87
Geauga	290	6	162	122	6	262
Greene	420	9	216	195	10	335
Guernsey	159	4	82	73	4	127
Hamilton	2,591	30	1,140	1,421	32	1,754
Hancock	241	4	130	107	5	206
Hardin	97	0	48	49	0	87
Harrison	79	1	36	42	1	47
Henry	27	1	11	15	1	17
Highland	152	6	82	64	7	150
Hocking	126	4	64	58	7	103
Holmes	81	3	35	43	3	56
Huron	181	2	91	88	2	122
Jackson	98	2	52	44	2	69
Jefferson	258	2	137	119	2	190
Knox	134	0	65	69	0	101
Lake	649	5	313	331	5	500
Lawrence	173	3	82	88	4	149
Licking	420	9	219	192	13	327
Logan	167	6	82	79	7	124
Lorain	897	19	456	422	23	744
Lucas	1,826	32	881	913	35	1,473
Madison	145	4	81	60	4	139
Mahoning	848	17	469	362	18	791
Marion	186	5	96	85	6	157
Medina	426	5	225	196	6	379
Meigs	63	5	31	27	6	52
Mercer	116	2	57	57	3	98
Miami	331	8	174	149	11	278

Director William M. Denihan introduces Jean Cusick, the state Students Against Driving Drunk coordinator, during a news conference in November. Cusick was appointed by Governor Celeste. Cusick acts as a liaison between the national SADD organization and local SADD chapters in Ohio.

Alcohol Related Crashes, By County cont.

COUNTY	TOTAL CRASHES	FATAL CRASHES	INJURY CRASHES	PROPERTY DAMAGE	DEATHS	INJURIES
Monroe	37	1	20	16	1	29
Montgomery	1,753	41	902	810	46	1,458
Morgan	34	1	21	12	1	34
Morrow	92	2	48	42	2	71
Muskingum	317	6	168	143	6	291
Noble	31	1	16	14	1	29
Ottawa	112	2	59	51	2	96
Paulding	54	4	34	16	5	57
Perry	78	5	36	37	6	57
Pickaway	146	4	85	57	5	142
Pike	92	1	41	50	1	73
Portage	624	12	334	278	13	540
Preble	124	4	63	57	4	100
Putnam	115	4	64	47	6	107
Richland	594	10	290	294	11	430
Ross	291	4	173	114	6	285
Sandusky	246	8	124	114	9	210
Scioto	249	7	130	112	9	203
Seneca	252	10	126	116	13	190
Shelby	73	3	29	41	3	55
Stark	1,254	28	664	562	28	1,083
Summit	1,902	38	952	912	40	1,592
Trumbull	761	15	454	292	16	726
Tuscarawas	272	3	150	119	3	233
Union	101	6	60	35	8	108
Van Wert	78	4	40	34	5	58
Vinton	52	1	26	25	1	40
Warren	443	12	254	177	14	418
Washington	211	4	108	99	4	172
Wayne	302	7	139	156	7	211
Williams	133	1	72	60	1	100
Wood	359	9	186	164	9	272
Wyandot	80	5	40	35	5	64
STATE TOTAL	36,433	707	18,346	17,380	795	29,739

Urban/Rural Breakdown Of Persons Injured In Alcohol-Related Crashes

		KILLED			INJURED	
AREA BY POPULATION	TOTAL	ALCOHOL RELATED	% ALCOHOL INVOLVED	TOTAL	ALCOHOL RELATED	% ALCOHOL INVOLVED
Cities Over 50,000	332	173	52%	71,918	9,145	13%
Cities 25,000-49,999	68	30	44%	16,052	2,074	13%
Cities 10,000-24,999	124	56	45%	21,078	2,791	13%
Cities 5,000-9,999	35	14	40%	8,846	1,045	12%
Cities 2,500-4,999	27	13	48%	4,372	545	12%
Urban Total	586	286	49%	122,266	15,600	13%
Villages Under 2,500	24	9	38%	3,694	609	16%
Rural State Routes	716	286	40%	40,135	6,542	16%
County/Township Roads	446	214	48%	35,102	6,988	20%
Rural Total	1,186	509	43%	78,931	14,139	18%
STATE TOTAL	1,772	795	45%	201,197	29,739	15%

Alcohol Involvement In Crashes By Type Of Damage

	TOTAL	ALCOHOL RELATED	% ALCOHOL INVOLVED
Fatal Crashes	1,588	707	45%
Injury Crashes	124,041	18,346	15%
Property Damage	254,772	17,380	7%
TOTAL CRASHES	380,401	36,433	10%

	ALCOHOL RELATED CRASHES	ALCOHOL RELATED FATALITIES
URBAN	20,265 or 56%	286 or 36%
RURAL	16,168 or 44%	509 or 64%

Alcohol Involvement Of Drivers In Crashes By Time

	IN ALL CRASHES			IN FATAL CRASHES			INJURY CRASHES		
TIME	DRIVERS	DRIVERS W/ALCOHOL	% OF TOTAL	DRIVERS	DRIVERS W/ALCOHOL	% OF TOTAL	DRIVERS	DRIVERS W/ALCOHOL	% OF TOTAL
ALL**									
9pm-5am	110,840	22,275	20.1%	887	488	55.0%	41,862	11,600	27.7%
5am-1pm	189,713	3,007	1.6%	570	54	9.5%	58,814	1,322	2.2%
1pm-9pm	347,368	11,334	3.3%	1,022	153	15.0%	118,451	5,413	4.6%
TOTALS*	654,614	36,958	5.6%	2,479	695	28.0%	220,756	18,456	8.4%
MALE**									
9pm-5am	72,020	18,004	25.0%	714	427	59.8%	28,547	9,393	32.9%
5am-1pm	110,502	2,193	2.0%	414	43	10.4%	33,543	1,013	3.0%
1pm-9pm	204,067	8,921	4.4%	723	139	19.2%	68,997	4,356	6.3%
TOTALS*	386,589	29,118	7.5%	1,851	609	32.9%	131,087	14,762	11.3%
FEMALE**									
9pm-5am	26,623	3,614	13.6%	131	59	45.0%	10,823	2,023	18.7%
5am-1pm	70,641	587	0.8%	139	11	7.9%	23,582	260	1.1%
1pm-9pm	126,308	1,773	1.4%	276	14	5.1%	45,359	858	1.9%
TOTALS*	223,572	5,974	2.7%	546	84	15.4%	79,764	3,141	3.9%

*Totals include time not stated

**Male and female breakdowns do not include the 37,760 drivers whose sex was not stated

Drinking Drivers By Age And Vehicle Type

AGE	IN ALL CRASHES # DRINKING	IN ALL CRASHES % DRINKING	IN FATAL CRASHES # DRINKING	IN FATAL CRASHES % DRINKING	IN INJURY CRASHES # DRINKING	IN INJURY CRASHES % DRINKING
Car Drivers						
16-25	12,373	7%	215	35%	6,263	10%
26-35	8,630	7%	155	42%	4,437	11%
36-45	3,631	5%	55	27%	1,772	7%
46-55	1,641	4%	17	15%	796	6%
56-65	1,091	3%	11	10%	492	4%
66 & Over	577	2%	11	7%	261	2%
Not Stated	1,157	5%	1	5%	349	6%
TOTAL*	29,163	6%	467	30%	14,406	8%
Truck Drivers						
16-25	1,983	7%	43	34%	1,018	11%
26-35	2,210	6%	39	21%	1,114	11%
36-45	924	4%	16	13%	447	7%
46-55	456	4%	5	7%	214	6%
56-65	256	3%	5	10%	111	5%
66 & Over	64	2%	1	6%	28	3%
Not Stated	272	5%	1	10%	66	5%
TOTAL*	6,174	5%	110	19%	3,003	9%
Motorcycle Drivers						
16-25	386	13%	41	48%	322	12%
26-35	455	22%	48	66%	379	22%
36-45	130	16%	18	69%	101	14%
46-55	23	8%	4	44%	18	8%
56-65	5	4%	0	0%	5	5%
66 & Over	1	3%	0	0%	1	4%
Not Stated	13	8%	0	0%	9	13%
TOTAL*	1,015	15%	111	56%	837	15%
Drivers Of All Vehicles						
16-25	14,845	8%	300	36%	7,662	10%
26-35	11,386	7%	246	38%	5,981	11%
36-45	4,730	5%	89	25%	2,335	7%
46-55	2,143	4%	27	14%	1,034	6%
56-65	1,365	3%	17	10%	613	4%
66 & Over	651	2%	12	7%	291	2%
Not Stated	1,734	4%	2	2%	469	5%
TOTAL*	36,958	6%	695	28%	18,456	8%

*Totals include drivers age 15 or under

Vince and Larry, the famous crash dummies, join Worthington Holiday Inn staff members who won the SMOL non-alcoholic mix-off competition. Other teams participating included comprehensive community programs, AAA-the Ohio Auto Club, the Department and the Ohio Association of Health, Physical Education, Recreation and Dance.

Summary Of Persons Killed Or Injured In Crashes By The Age Of The Drinking Driver At Fault

DRIVER AGE	WHO THE DRIVER AT FAULT KILLED				
	THEM-SELVES	THEIR PASSENGERS	OTHERS	TOTAL	% ALCOHOL DEATHS
16	5	1	1	7	0.9%
17	8	12	5	25	3.1%
18	8	18	4	30	3.8%
19	26	13	3	42	5.3%
20	26	22	3	51	6.4%
16-20	73	66	16	155	19.5%
21	20	10	3	33	4.2%
22	19	8	11	38	4.8%
23	19	6	5	30	3.8%
24	18	7	11	36	4.5%
25	21	8	4	33	4.2%
21-25	97	39	34	170	21.4%
26-30	92	34	19	145	18.2%
31-35	60	22	15	97	12.2%
36-40	46	13	6	65	8.2%
41-45	18	2	1	21	2.6%
46-50	9	1	3	13	1.6%
51-55	6	0	5	11	1.4%
56-60	5	0	0	5	0.6%
61-65	6	0	0	6	0.8%
66-70	4	0	1	5	0.6%
71-75	5	1	0	6	0.8%
76 & Up	1	0	0	1	0.1%
26 & Up	252	73	50	375	47.2%
TOTAL	423	181	100	704	88.6%

These Ohioans were honored at the National Commission Against Drunk Driving Third Annual Awards Luncheon for their commitment to making drunken driving socially unacceptable.

Pictured above are (standing, left to right) Director William M. Denihan, Henri Lesueur of the Central Ohio MADD Chapter, Tom DeWine, Greg Gattman, and Tom Donaghy of Mercy Hospital, Rich Richkowski of Youth to Youth, and Colonel Jack Walsh of the Ohio Highway Patrol.

Sitting (left to right) are Sue Cook and Gail Loadman of the Riverside Methodist Hospitals, Myra Massaro of the Central Ohio MADD Chapter, Robin Seymour of Youth to Youth and Colonel Walsh's wife, Huey.

Awardees are: Central Ohio MADD Chapter, Mercy Hospital's CareCab program, Youth to Youth, Colonel Jack Walsh, Riverside Methodist Hospital Emergency Room Nurses Care Program and Toledo Juvenile Judge Andy Devine (missing from photo).

Summary Of Persons Killed Or Injured In Crashes By The Age Of The Drinking Driver At Fault cont.

DRIVER AGE	WHO THE DRIVER AT FAULT INJURED: THEM-SELVES	THEIR PASSENGERS	OTHERS	TOTAL	% ALCOHOL DEATHS
16	150	164	78	392	1.3%
17	316	265	128	709	2.4%
18	598	444	268	1,310	4.4%
19	706	421	230	1,357	4.6%
20	663	373	300	1,336	4.5%
16-20	2,433	1,667	1,004	5,104	17.2%
21	668	289	305	1,262	4.2%
22	724	330	317	1,371	4.6%
23	684	276	303	1,263	4.2%
24	682	231	345	1,258	4.2%
25	665	244	360	1,269	4.3%
21-25	3,423	1,370	1,630	6,423	21.6%
26-30	2,720	824	1,401	4,945	16.6%
31-35	1,715	448	1,037	3,200	10.8%
36-40	1,016	223	737	1,976	6.6%
41-45	586	132	408	1,126	3.8%
46-50	377	63	310	750	2.5%
51-55	275	56	253	584	2.0%
56-60	220	28	228	476	1.6%
61-65	160	22	162	344	1.2%
66-70	103	18	127	248	0.8%
71-75	46	17	64	127	0.4%
76 & Up	34	9	26	69	0.2%
26 & Up	7,252	1,840	4,753	13,845	46.6%
TOTAL	13,282	4,956	7,836	26,074	87.7%

Note: 1) The age of the people killed or injured is not necessarily the same as the age of the driver at fault.
2) Totals exclude deaths and injuries in crashes where the age of the driver is unknown or under the age of 15.

For the 1987 Project Graduation program, the Department introduced the "Make It to Your Future" campaign to help Ohio's high school seniors avoid alcohol-related crashes, injuries and fatalities.

Project Graduation is a cooperative effort involving the Departments of Highway Safety and Education, high schools, parents and community groups.

The materials included gimmick sunglasses, a manual with alcohol-free activities, posters, lapel stickers and sleeve tags.

Pedestrian Alcohol Involvement By Age Group

AGE	IN ALL CRASHES # DRINKING	IN ALL CRASHES % ALCOHOL	IN FATAL CRASHES # DRINKING	IN FATAL CRASHES % ALCOHOL	IN INJURY CRASHES # DRINKING	IN INJURY CRASHES % ALCOHOL
0-15	19	1%	0	0%	18	1%
16-25	155	15%	19	49%	134	15%
26-35	141	18%	16	41%	119	18%
36-45	62	13%	9	38%	50	13%
46-55	37	13%	6	43%	30	13%
56-65	41	14%	6	33%	34	14%
66 & Over	15	4%	4	13%	11	4%
Not Stated	7	2%	0	0%	6	3%
TOTAL*	477	8%	60	29%	402	8%

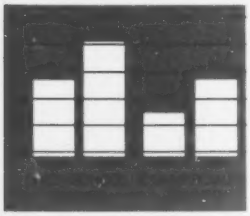
Pedestrians Killed Or Injured In Alcohol Related Crashes

AGE	KILLED TOTAL	KILLED ALCOHOL RELATED	KILLED %	INJURED TOTAL	INJURED ALCOHOL RELATED	INJURED %
0-15	43	0	0%	1,982	18	1%
16-25	32	18	56%	907	134	15%
26-35	33	15	45%	648	119	18%
36-45	21	8	38%	372	51	14%
46-55	11	6	55%	233	30	13%
56-65	18	6	33%	239	34	14%
66 & Over	32	4	13%	306	11	4%
Not Stated	0	0	0%	161	6	4%
TOTAL*	190	57	30%	4,848	403	8%

Several students from around the state were appointed to the Department's Youth Board in the fall of 1987. The youth board is responsible for generating, writing, gathering and disseminating ideas and information to their schools and communities about drug and alcohol abuse. They are pictured during a meeting.

Members of the ODHS Youth Board are learning an important lesson in life —that they can have fun without drugs and alcohol.

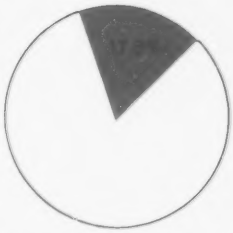
PERCENT OF OHIO DRIVERS AGED 16 & 17 (WHERE DRIVERS EDUCATION TYPE WAS KNOWN) WITH NO CRASHES/CONVICTIONS.



New rules governing commercial driving schools were adopted by the Department. A Department study indicates that youthful drivers trained in high school driving classes were more likely to have driving records free of crashes and convictions. The new rules called for doubling the number of classroom hours in commercial driving schools.

Youthful Drivers In Crashes

AGE	DRIVERS IN CRASHES	INVOLVED	AT FAULT	% AT FAULT
16	Drivers In Crashes	19,494	13,577	70%
	Drinking Drivers In Crashes	437	384	88%
	Drivers In Fatal Crashes	79	67	85%
	Drinking Drivers In Fatal Crashes	6	6	100%
17	Drivers In Crashes	24,820	15,921	64%
	Drinking Drivers In Crashes	825	735	89%
	Drivers In Fatal Crashes	72	57	79%
	Drinking Drivers In Fatal Crashes	21	20	95%
18	Drivers In Crashes	26,227	16,456	63%
	Drinking Drivers In Crashes	1,490	1,343	90%
	Drivers In Fatal Crashes	90	57	63%
	Drinking Drivers In Fatal Crashes	28	26	93%
19	Drivers In Crashes	23,783	14,218	60%
	Drinking Drivers In Crashes	1,787	1,587	89%
	Drivers In Fatal Crashes	94	66	70%
	Drinking Drivers In Fatal Crashes	39	38	97%
20	Drivers In Crashes	21,924	12,512	57%
	Drinking Drivers In Crashes	1,775	1,555	88%
	Drivers In Fatal Crashes	89	64	72%
	Drinking Drivers In Fatal Crashes	47	42	89%
TOTAL 16-20	Drivers In Crashes	116,248	72,684	63%
	Drinking Drivers In Crashes	6,314	5,604	89%
	Drivers In Fatal Crashes	424	311	73%
	Drinking Drivers In Fatal Crashes	141	132	94%



Note: Drivers ages 16 through 20 account for only 8.2% of all licensed drivers, but comprise 17.8% of all drivers in crashes. Records for 1987 show that this age group caused 19.1% of all crashes, 19.5% of all deaths, and 21.6% of all injuries.

Blood Alcohol Concentrations Of Drinking Drivers At Fault In Fatal Crashes: 1983-1987

AGE	DRINKING DRIVERS AT FAULT	AT FAULT WITH BAC's	BAC TEST RESULTS .01-.09	.10-.19	.20+	% OF BAC's .10 OR HIGHER	% OF BAC's .20 OR HIGHER
15 & Under	10	4	3	1	0	25%	0%
16-20	645	447	114	233	100	74%	22%
21-25	835	548	77	295	176	86%	32%
26-30	573	417	51	181	185	88%	44%
31-35	364	263	33	124	106	87%	40%
36-40	231	165	21	59	85	87%	52%
41-50	184	129	15	45	69	88%	53%
51-60	105	82	12	28	42	85%	51%
61-70	54	39	7	17	15	82%	38%
71 & Over	19	15	9	5	1	40%	7%
Age Unknown	2	2	0	2	0	100%	0%
TOTAL	3,022	2,111	342	990	779	84%	37%

D.U.I. Profile For First-Time And Previous D.U.I. Offenders By Age

AGE	TOTAL DUI	PREVIOUS DUI OFFENDER	PERCENT	FIRST-TIME DUI OFFENDER	PERCENT
16	0	0	0	0	0
17	431	4	0.9%	427	99.1%
18	1,073	28	2.6%	1,045	97.4%
19	2,036	180	8.8%	1,856	91.2%
20	2,598	364	14.0%	2,234	86.0%
16-20	6,138	576	9.4%	5,562	90.6%
21	2,888	530	18.4%	2,358	81.6%
22	3,015	775	25.7%	2,240	74.3%
23	3,356	962	28.7%	2,394	71.3%
24	3,432	1,145	33.4%	2,287	66.6%
25	3,358	1,130	33.7%	2,228	66.3%
21-25	16,049	4,542	28.3%	11,507	71.7%
26	3,296	1,173	35.6%	2,123	64.4%
27	3,327	1,233	37.1%	2,094	62.9%
28	3,174	1,173	37.0%	2,001	63.0%
29	2,955	1,115	37.7%	1,840	62.3%
30	2,783	1,059	38.1%	1,724	61.9%
26-30	15,535	5,753	37.0%	9,782	63.0%
31-35	10,683	3,875	36.3%	6,808	63.7%
36-40	7,149	2,518	35.2%	4,631	64.8%
41-45	4,513	1,539	34.1%	2,974	65.9%
46-50	3,011	1,010	33.5%	2,001	66.5%
51-55	2,084	676	32.4%	1,408	67.6%
56-60	1,532	452	29.5%	1,080	70.5%
61-65	1,003	310	30.9%	693	69.1%
66-70	495	136	27.5%	359	72.5%
71-75	185	48	25.9%	137	74.1%
76-Over	64	15	23.4%	49	76.6%
TOTAL	68,441	21,450	31.3%	46,991	68.7%

Jill Berington (center), occupant protection coordinator at the Department, became an elected fellow to the prestigious Academy of Safety Education. Also elected were Barry Caruso of the Wayne County traffic safety program, Nancy Hinkley, coordinator of safety and driver education for North Carolina A&T State University, Dr. Robert Sbrader, retired from the faculty of Miami University, John Sauyer of Wellsville traffic safety program, and Frank Chlad, Director of Hazardous Materials for the University of Akron.

D.U.I. Convictions By County 1985-1987

COUNTY	1985	1986	1987	TOTAL	COUNTY	1985	1986	1987	TOTAL
Adams	143	150	154	447	Logan	231	181	182	594
Allen	627	632	672	1,931	Lorain	2,282	2,224	2,202	6,708
Ashland	342	346	301	989	Lucas	2,983	3,090	2,931	9,004
Ashtabula	1,072	868	884	2,824	Madison	232	382	319	933
Athens	352	425	467	1,244	Mahoning	1,211	1,335	1,362	3,908
Auglaize	339	314	343	996	Marion	632	567	601	1,800
Belmont	665	592	550	1,807	Medina	982	987	918	2,887
Brown	522	563	473	1,558	Meigs	314	305	216	835
Butler	2,316	2,429	2,470	7,215	Mercer	169	151	203	523
Carroll	132	192	151	475	Miami	572	548	433	1,553
Champaign	131	159	130	420	Monroe	42	43	58	143
Clark	732	743	867	2,342	Montgomery	3,042	2,977	2,503	8,522
Clermont	1,317	1,306	1,171	3,794	Morgan	40	69	43	152
Clinton	361	321	376	1,058	Morrow	192	200	274	666
Columbiana	647	690	547	1,884	Muskingum	601	538	524	1,663
Coshocton	138	198	147	483	Noble	12	20	27	59
Crawford	466	439	412	1,317	Ottawa	374	337	370	1,081
Cuyahoga	4,531	5,387	4,726	14,644	Paulding	174	138	94	406
Darke	348	294	323	965	Perry	138	150	158	446
Defiance	436	349	364	1,149	Pickaway	382	388	387	1,157
Delaware	442	583	487	1,512	Pike	235	186	210	631
Erie	943	925	987	2,855	Portage	1,264	1,448	1,387	4,099
Fairfield	746	536	457	1,739	Preble	249	238	178	665
Fayette	193	148	196	537	Putnam	109	112	79	300
Franklin	6,262	6,592	7,427	20,281	Richland	847	1,075	972	2,894
Fulton	251	280	363	894	Ross	521	479	446	1,446
Gallia	340	318	307	965	Sandusky	732	622	632	1,986
Geauga	527	619	451	1,597	Scioto	590	662	652	1,904
Greene	752	792	715	2,259	Seneca	304	435	409	1,148
Guernsey	550	526	485	1,561	Shelby	219	222	208	649
Hamilton	6,824	6,959	6,375	20,158	Stark	1,765	1,895	1,895	5,555
Hancock	472	493	483	1,448	Summit	2,937	2,979	3,057	8,973
Hardin	71	66	53	190	Trumbull	1,098	1,131	1,256	3,485
Harrison	43	41	42	126	Tuscarawas	469	465	542	1,476
Henry	109	131	96	336	Union	217	274	253	744
Highland	144	127	114	385	Van Wert	232	166	135	533
Hocking	187	167	139	493	Vinton	32	32	28	92
Holmes	146	99	94	339	Warren	800	782	769	2,351
Huron	670	726	658	2,054	Washington	657	639	602	1,898
Jackson	159	139	147	445	Wayne	677	706	687	2,070
Jefferson	283	382	378	1,043	Williams	286	294	397	977
Knox	184	197	281	662	Wood	700	769	702	2,171
Lake	1,510	1,414	1,248	4,172	Wyandot	284	221	219	724
Lawrence	526	513	452	1,491					
Licking	627	666	958	2,251	TOTAL	68,407	70,298	68,441	207,146

D.U.I. Convictions 1985-1987 By Age

AGE	1985	1986	1987	3-YEAR TOTAL
16	90	0	0	90
17	388	486	431	1,305
18	1,083	1,192	1,073	3,348
19	2,096	2,224	2,036	6,356
20	2,789	2,741	2,598	8,128
16-20	6,446	6,643	6,138	19,227
21	3,360	3,160	2,888	9,408
22	3,474	3,486	3,015	9,975
23	3,473	3,607	3,356	10,436
24	3,572	3,522	3,432	10,526
25	3,354	3,750	3,358	10,462
21-25	17,233	17,525	16,049	50,807
26	3,189	3,429	3,296	9,914
27	3,156	3,248	3,327	9,731
28	3,006	3,064	3,174	9,244
29	2,735	3,004	2,955	8,694
30	2,519	2,771	2,783	8,073
26-30	14,605	15,516	15,535	45,656
31-35	9,729	10,107	10,683	30,519
36-40	6,718	7,071	7,149	20,938
41-45	4,470	4,582	4,513	13,565
46-50	3,216	3,092	3,011	9,319
51-55	2,337	2,297	2,084	6,718
56-60	1,757	1,659	1,532	4,948
61-65	1,117	1,065	1,003	3,185
66-70	530	488	495	1,513
71-75	188	177	185	550
76 & Over	61	76	64	201
TOTAL	68,407	70,298	68,441	207,146

Ohio was selected as one of four states to go on line for the National Driver Register's Problem Driver Pointer System, which prevents states from inheriting problem drivers from other states.

D.U.I. Convictions 1985-1987 By Sex

	MALES		FEMALES		SEX NOT STATED		
YEAR	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL
1985	55,804	82%	8,085	12%	4,518	7%	68,407
1986	57,074	81%	8,263	12%	4,961	7%	70,298
1987	**55,063**	**80%**	**8,305**	**12%**	**5,073**	**7%**	**68,441**
3-YEAR TOTAL	167,941	81%	24,653	12%	14,552	7%	207,146

Definitions

Alcohol Related Crash: *A crash in which a vehicle driver or pedestrian had been drinking.*
At Fault: *A term which identifies the person, animal, or condition that was the primary cause of a motor vehicle crash.*
Blood Alcohol Concentration (BAC): *The level of alcohol in a person's bloodstream. In Ohio, the legal limit of .10 equals a blood alcohol concentration of 1 part per thousand.*
Child Safety Seat: *Safety devices designed to fit in motor vehicles that keep children securely in place. The seats are required by law for children weighing under 40 pounds or who are less than four years old.*
Crash: *An occurrence involving a moving motor vehicle which produces bodily injury or property damage. Crashes are generally caused by driver error, a defect in the vehicle or in the road pavement, or an obstruction on the pavement. It occurs on a road, or after the motor vehicle runs off the road, but before events are stabilized.*
Drinking Driver or Pedestrian: *A person identified as one who had been drinking at the time of the crash regardless of the level of impairment.*
Driver: *Any person operating a vehicle, including non-motorized vehicles.*
Fatality vs. Fatal Crash: *A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more people. A fatal crash can cause one or more fatalities.*
Injury: *(Motor vehicle-related)*

1. *Fatality—An injury that results in death within 30 days after the date of the crash.*
2. *Serious visible injury—An injury other than a fatality that prevents the injured person from continuing the normal activities he(she) was capable of performing prior to the crash.*
3. *Minor visible injury—An injury, other than a fatality or serious injury, which is evident to the observer at the crash scene.*
4. *No visible injury—An injury that is not evident to the observer, but is claimed by the person, or suspected because of behavior.*

Moped: *a pedalcycle that has a motor.*
Motor Vehicle: *Any self-propelled vehicle that does not run on rails or electric trolley wires. Examples include but are not limited to automobiles, trucks, tractor-trailers, and motorcycles.*
Restraint: *A device for the protection of vehicle occupants found in motor vehicles which keep the driver and/or passengers in their seats and prevent them from being ejected from the motor vehicle upon impact. Restraint devices include lap belts, lap/shoulder harness combinations and air bags.*
Rural Area: *An incorporated or unincorporated area with a population under 2,500.*
Single vs. Multiple Vehicle Crashes: *Single vehicle crashes only involve one motor vehicle, but may include pedestrians. Multiple vehicle crashes involve two or more motor vehicles and may also include pedestrians.*
Urban Area: *An area that is incorporated, usually a city with a population of 2,500 or more people.*

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